

INJ. PUMP CALIBRATION DATA

ENGINE MODEL 4D31T

BOSCH No. 9 400 610 056 1/6
 DKKC No. 101401-1121
 Date : 30.May.1987 5
 Company : MITSUBISHI
 No. ME016321

Injection pump : PES4A
101040-9280Governor : EP/RLD-E
105921-1171Timing device : EP/SCDM
105676-0250

1. Test Conditions :

Pump rotation : clockwise viewed from drive side

Nozzle & Nozzle Holder Ass'y : 105780-8140 Nozzle Holder : 105780-2080
 (BOSCH Type No. EF8511/9A) (BOSCH Type No. EF8511/9)
 Nozzle opening pressure : 175 Kg/cm² Transfer pump pressure : 1.6 Kg/cm²

Injection pipe : Inner Dia. 2 mm X Outer Dia. 6 mm - Length 600 mm

Test Oil : ISO4113 or SAE Standard Test Oil(SAE J967d) Oil Temp. : 40^{±5} °COverflow valve opening pressure : 2.6 Kg/cm² (Part No. 131424-6220)

2. Injection Timing :

Pre-stroke : No. 1 Plunger 3.6 ±0.05mm

Note : Adjust with control rod position of mm

Injection order : 1 90°±30° 3, 1 180°±30° 4, 1 270°±30° 2 (interval : ±30°)

Plungers are numbered from the Drive side.

Tappet clearance : Bolt adjustment type ; More than 0.3mm for all cylinders.

Shim adjustment type ; Manually rotate the camshaft 2~3 times and confirm that it rotates smoothly.

4. Injection Quantity :

Adjusting Point	Rod Position (mm)	Pump Speed (r.p.m)	Injection Q'ty (cc/1000 strokes)	Max. var bet. cyl (%)	Fixed	Remarks
	10.6	1,000	54.1 ~ 56.1	±2.5	Rack	Basic
H	Approx. 9.5	325	8.7 ~ 11.3	±10	Rack	
A	R(10.6)	1,000	54.1 ~ 56.1	—	Lever	Basic Boost press. Above 320mmHg
B	R+0.3	1,750	69.0 ~ 73.0	—	Lever	Boost press. Above 320mmHg
C	R (R-0.4)	700	(37.9 ~ 41.9)	—	Lever	
D	R+0.4	500	(33.7 ~ 37.7)	—	Lever	
I	—	100	67.0 ~ 72.0	—	Lever	Control rack limit

5. Timing Advance Specification :

Pump Speed (r.p.m) 1,450 1,700

Advance Angle (deg.) Start 3.0~4.0 Finish

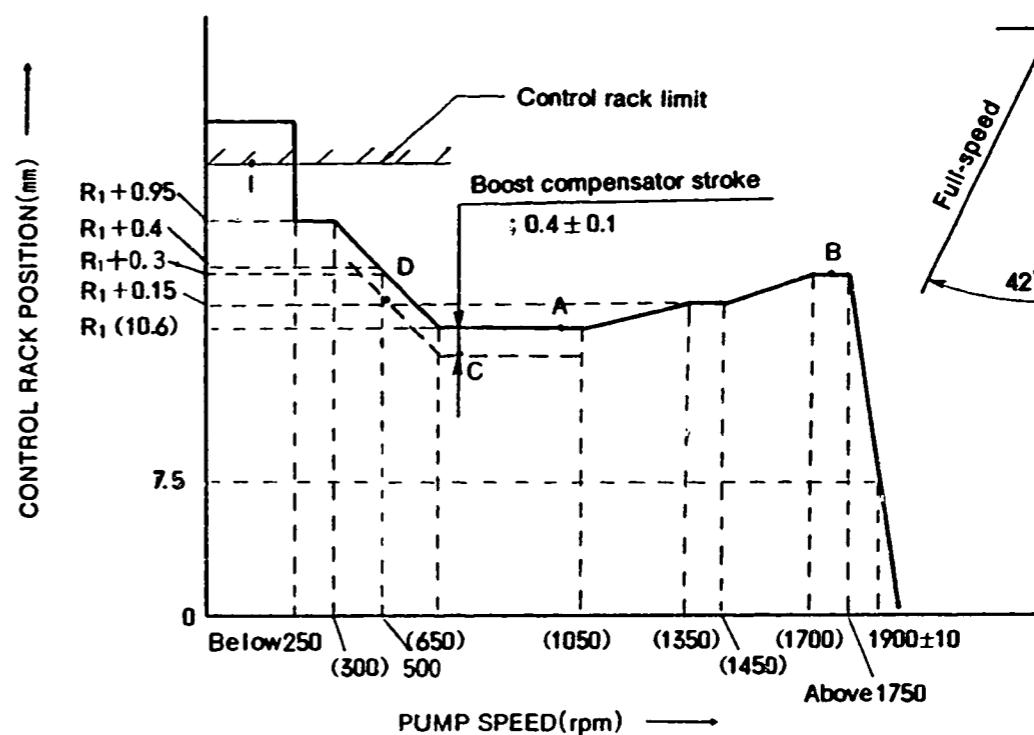
3. GOVERNOR ADJUSTMENT

(1) Full speed

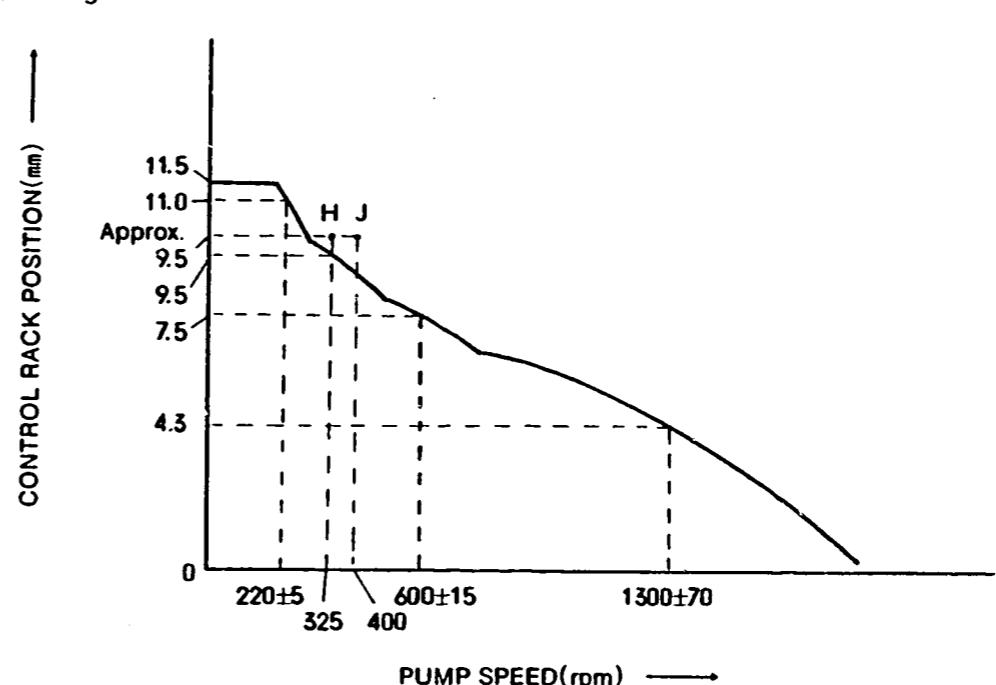
Torque cam NO. : "B 88"

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Control lever angle

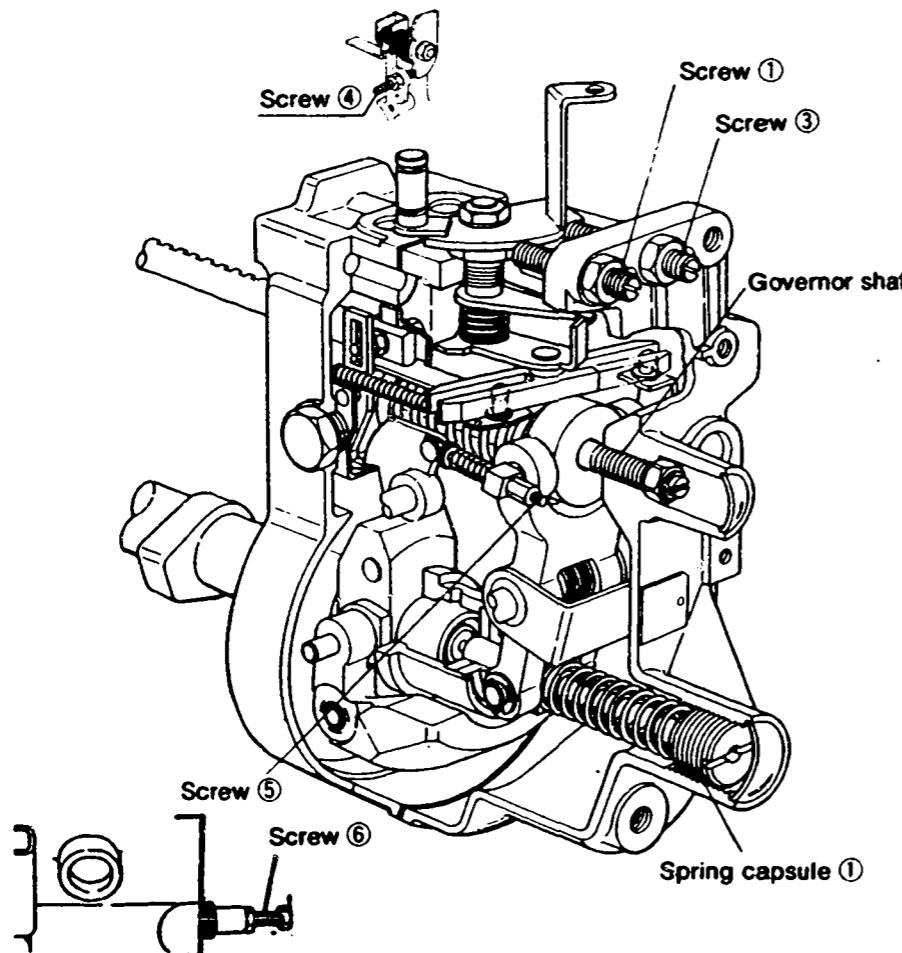


Stop lever angle



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■ Idling Adjustment

Item	Pump Speed (rpm)	Rack Position (mm)	Remarks
Idling Lever Position: Temporary Setting	80~100	11.5	• Adjust using screw (1).
Idling Position Setting	215~225 325	11.0 9.5	• Adjust using spring capsule (1). • Adjust shim (1) inside the spring capsule.
Governor Spring Contact Adjustment	585~615 1230~1370	7.5 4.3	• Adjust the governor shaft position. • Confirm
Setting the Idling Lever Position	325	Approx.9.5	• Adjust using screw (1). • Confirm the control lever angle (21°~31°)

■ Full Load Adjustment (Torque Cam No. B88)

Item	Pump Speed (rpm)	Rack Position (mm)	Remarks
Full Speed Lever Position: Temporary Setting	Approx.1750	R ₁ +0.3	• Adjust using screw (3). (Do not enter governor control range)
Full Load Position Adjustment	1000	R ₁ (10.6)	• Adjust using screw (4).
Torque Cam Position Adjustment	500 (300) (650) (1050) (1350) (1450) (1700)	R ₁ +0.4 R ₁ +0.95 R ₁ (10.6) R ₁ (10.6) R ₁ +0.15 R ₁ +0.15 R ₁ +0.3	• Adjust using screw (5). • Confirm • Confirm • Confirm • Confirm • Confirm • Confirm • Confirm

Confirm injection quantity at point A.

Maximum Speed control Adjustment	Above1750 1900±10	R ₁ +0.3 7.5	• Adjust using screw (3). • Confirm • After adjustment, confirm that the control lever angle is 39°~45°.
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Confirming Excess Fuel Limit for Engine Starting	400 0 0	Approx.9.5 11.5 AboveR ₁ +0.95	• Set the control lever at point J. • Confirm • Move the control lever to the "full-speed" position and then confirm the control rack position.
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Confirm the Black Smoke Limit	Fix the control lever at point H. Then, operate the pump at 250 rpm. Confirm that the control rack does not move beyond R ₁ +0.95 mm. When the control lever is moved to the "full-speed" position again increase the pump speed and confirm that the control rack starts to move from a pump speed of 300 rpm.		
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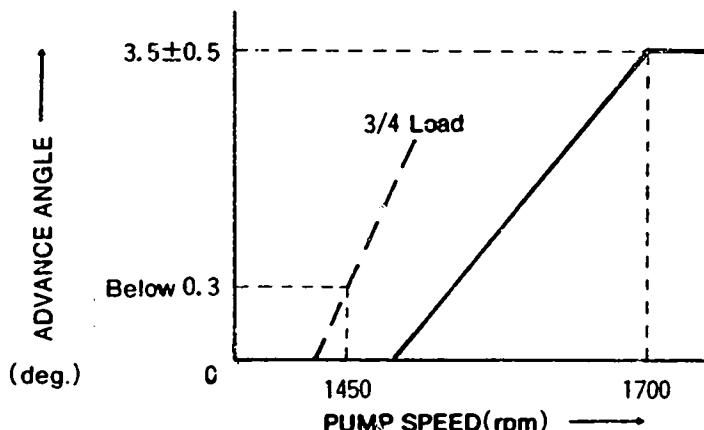
Rack Limiter Adjustment	• Fix the control lever in the full speed position, and fix the control rack using the screw (157954-3700) when the pump speed reaches 100 rpm and the fuel injection quantity obtained is 62~72 cc/1000st.		
	Measure the depth of the control rack cap. Then, adjust screw (6) so that it equals the depth of the rack cap and install the rack cap. Confirm injection quantity at point I.		

■ Boost Compensator Adjustment

- Maintain the pump speed at 700 rpm and fix the control lever in the full load position.
- In this condition, use calipers to measure the dimension "L" of the pushrod from the end face of the spacer. (Inspection: 23.5 to 24.5 mm)

Item	Boost press. (mmHg)	Rack Position (mm)	Remarks
Setting the Boost Compensator Spring Force	160~180	R ₁ -0.4	• Adjust using screw ⑦.
Boost Compensator Spring Adjustment (Boost compensator stroke: 0.4±0.1 mm)	0 160~180 220~320	R ₁ -0.4 R ₁ -0.4 R ₁ (10.6)	• Adjust using screw ⑧. • Confirm • Confirm

5. Timing Advance Specification :

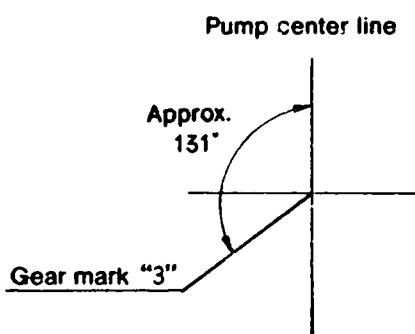
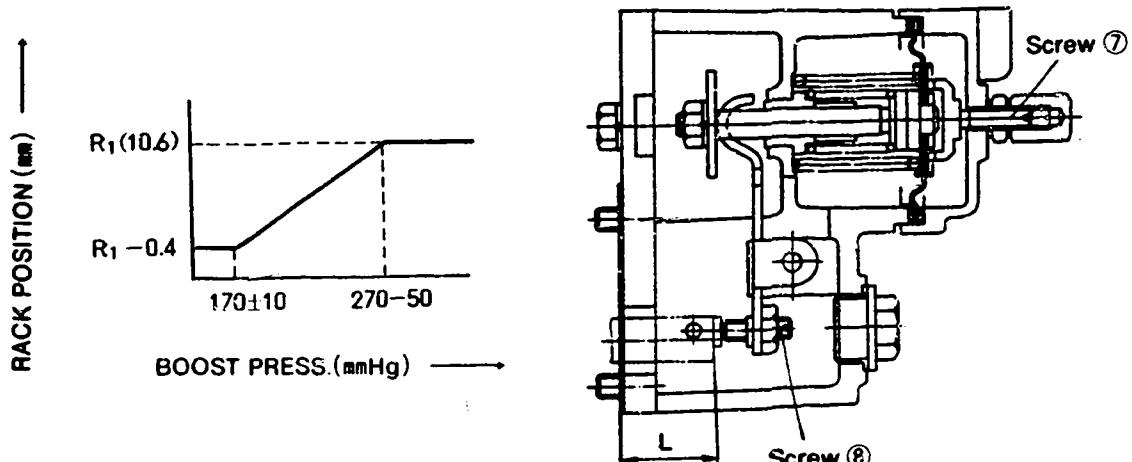


<Note>

- Run the pump at 1450 rpm and fix the control lever when the fuel injection quantity obtained is approx.44 cc/1000st.
- Confirm that the timing advance angle is less than 0.3°.

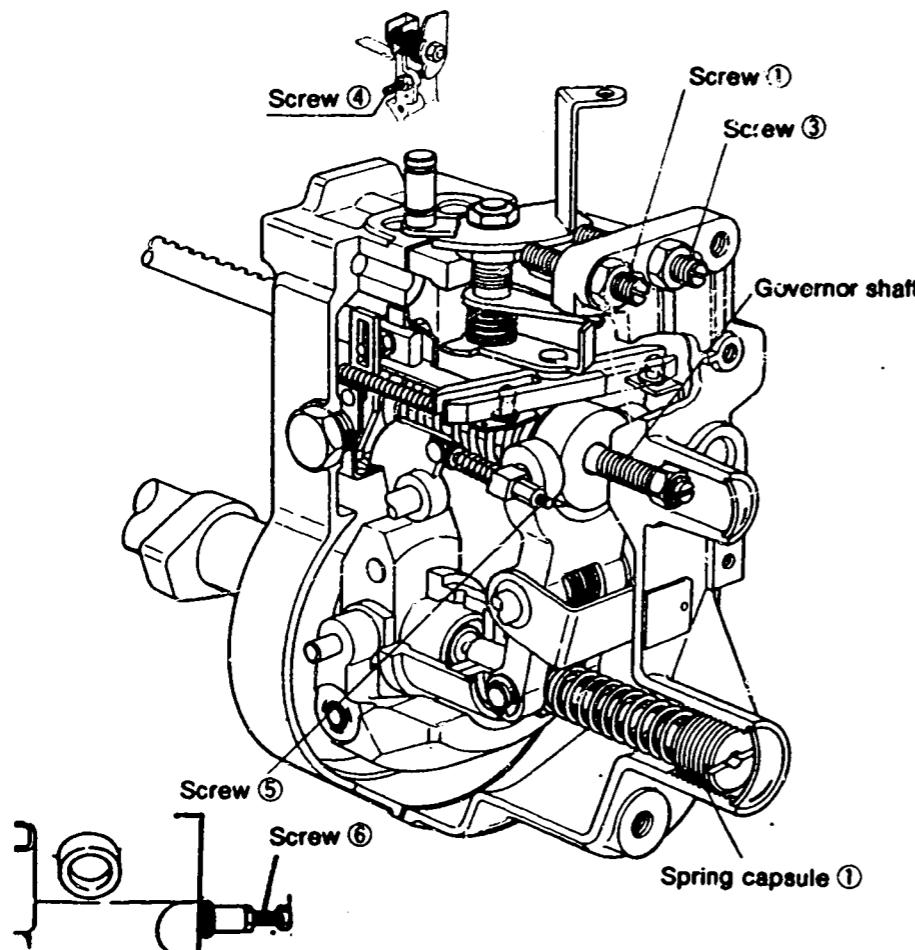
■ Timing Setting

At No. 1 plunger's beginning of injection position.
B.D.T.C. : 11°



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■ Idling Adjustment

Item	Pump Speed (rpm)	Rack Position (mm)	Remarks
Idling Lever Position: Temporary Setting	80~100	11.5	• Adjust using screw ①.
Idling Position Setting	215~225 325	11.0 9.5	• Adjust using spring capsule ①. • Adjust shim ① inside the spring capsule.
Governor Spring Contact Adjustment	585~615 1230~1370	7.5 4.3	• Adjust the governor shaft position. • Confirm
Setting the Idling Lever Position	325	Approx.9.5	• Adjust using screw ①. • Confirm the control lever angle (21°~31°)

■ Full Load Adjustment (Torque Cam No. B88)

Item	Pump Speed (rpm)	Rack Position (mm)	Remarks
Full Speed Lever Position: Temporary Setting	Approx.1750	$R_1+0.3$	• Adjust using screw ③. (Do not enter governor control range)
Full Load Position Adjustment	1000	$R_1(10.6)$	• Adjust using screw ④.
Torque Cam Position Adjustment	500 (300) (650) (1050) (1350) (1450) (1700)	$R_1+0.4$ $R_1+0.95$ $R_1(10.6)$ $R_1(10.6)$ $R_1+0.15$ $R_1+0.15$ $R_1+0.3$	• Adjust using screw ⑤. • Confirm • Confirm • Confirm • Confirm • Confirm • Confirm • Confirm

Confirm injection quantity at point A.

Maximum Speed control Adjustment	Above1750 1900±10 —	$R_1+0.3$ 7.5 —	• Adjust using screw ③. • Confirm • After adjustment, confirm that the control lever angle is 39°~45°.
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Confirming Excess Fuel Limit for Engine Starting	400 0 0	Approx.9.5 11.5 Above $R_1+0.95$	• Set the control lever at point J. • Confirm • Move the control lever to the "full-speed" position and then confirm the control rack position.
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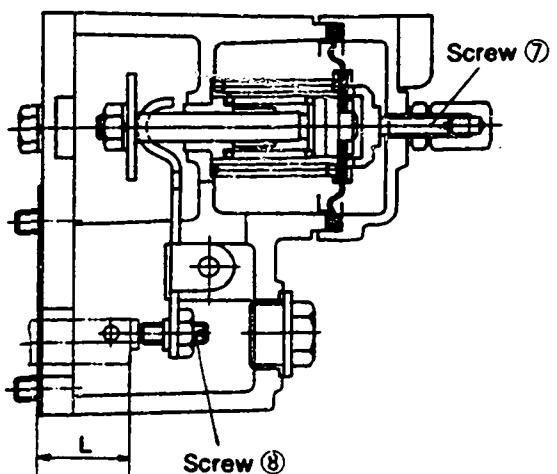
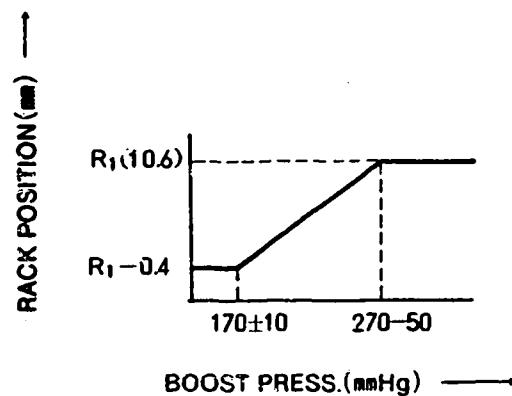
Confirm the Black Smoke Limit	Fix the control lever at point H. Then, operate the pump at 250 rpm. Confirm that the control rack does not move beyond $R_1+0.95$ mm. When the control lever is moved to the "full-speed" position again increase the pump speed and confirm that the control rack starts to move from a pump speed of 300 rpm.
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Rack Limiter Adjustment	• Fix the control lever in the full speed position, and fix the control rack using the screw (157954-3700) when the pump speed reaches 100 rpm and the fuel injection quantity obtained is 67~72 cc/1000st. Measure the depth of the control rack cap. Then, adjust screw ⑥ so that it equals the depth of the rack cap and install the rack cap. Confirm injection quantity at point I.
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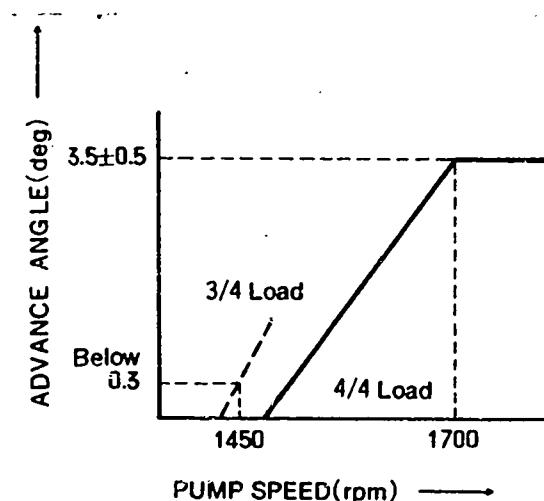
■ Boost Compensator Adjustment

- Maintain the pump speed at 700 rpm and fix the control lever in the full load position.
- In this condition, use calipers to measure the dimension "L" of the pushrod from the end face of the spacer. (Inspection: 23.5 to 24.5 mm)

Item	Boost press. (mmHg)	Rack Position (mm)	Remarks
Setting the Boost Compensator Spring Force	160~180	R ₁ -0.4	• Adjust using screw ⑦.
Boost Compensator Spring Adjustment (Boost compensator stroke: 0.4±0.1 mm)	0 160~180 220~320	R ₁ -0.4 R ₁ -0.4 R ₁ (10.6)	• Adjust using screw ⑧. • Confirm • Confirm



5. Timing Advance Specification :

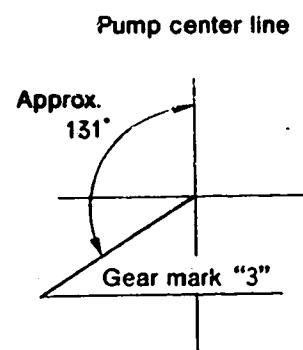


<Note>

- Run the pump at 1450 rpm and fix the control lever when the fuel injection quantity obtained is approx. 44 cc/1000st.
- Confirm that the timing advance angle is less than 0.3°.

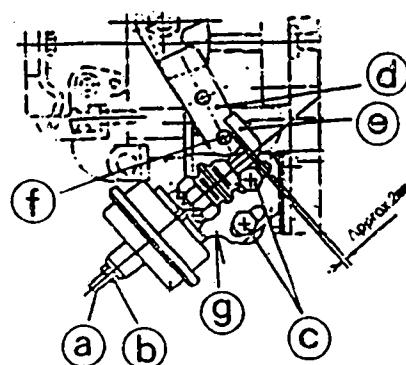
■ Timing Setting

At No. 1 plunger's beginning of injection position.
B.D.T.C. : 11°



FICD Actuator Adjustment

1. Set the speed control lever (d) in the idling position.
2. Adjust the position of the FICD bracket (g) so that the clearance between the speed control lever pin (f) and the FICD actuator shaft (e) is approx. 2 mm.
3. Loosen the nut (b) and then screw in the screw (a) so that FICD stroke is zero.
4. Run the pump at 500 rpm and supply negative pressure of 500 mmHg to the FICD actuator chamber. Then, measure the rack position.
5. Run the pump at 500 rpm and supply negative pressure of 500 mmHg to the FICD actuator chamber. Then, adjust using screw (a) so that the rack position is 9.1 mm.
6. Confirm that the control lever (d) is in the idling position when negative pressure of zero is supplied, and that the control rack position is 9.1 mm when negative pressure of 500 mmHg is supplied.



MICROSWITCH ADJUSTMENT

1. Fix the control lever when the pump speed reaches 945~955 rpm and the control rack position is 8 mm.
2. Then, adjust the microswitch using the screw attached to the control lever so that the microswitch is ON.

INJ. PUMP CALIBRATION DATA

ENGINE MODEL 4D31T

BOSCH No. 9 400 610 058 1/6
 DKKC No. 101401-1220
 Date : 30. May. 1987 5
 Company : MITSUBISHI
 No. ME016740

Injection pump : PES4A Governor : EP/RLD-E Timing device : EP/SCDM
 101040-9400 105921-1711 105676-0250

1. Test Conditions :

Pump rotation : clockwise viewed from drive side

Nozzle & Nozzle Holder Ass'y : 105780-8140 Nozzle Holder : 105780-2080
 (BOSCH Type No. EF8511/9A) (BOSCH Type No. EF8511/9)Nozzle opening pressure : 175 Kg/cm² Transfer pump pressure : 1.6 Kg/cm²

Injection pipe : Inner Dia. 2 mm X Outer Dia. 6 mm - Length 600 mm

Test Oil : ISO4113 or SAE Standard Test Oil(SAE J967d) Oil Temp. : 40⁺⁵ °COverflow valve opening pressure : 2.6 Kg/cm² (Part No. 131424-6220)

2. Injection Timing :

Pre-stroke : No. 1 Plunger 3.6 ±0.05mm

Note : Adjust with control rod position of mm

Injection order : 1 90°±30° 3, 1 180°±30° 4, 1 270°±30° 2 (interval : ±30°)

Plungers are numbered from the Drive side.

Tappet clearance : Bolt adjustment type ; More than 0.3mm for all cylinders.

: Shim adjustment type ; Manually rotate the camshaft 2~3 times and confirm that it rotates smoothly.

4. Injection Quantity :

Adjusting Point	Rod Position (mm)	Pump Speed (r.p.m.)	Injection Q'ty (cc/1000 strokes)	Max. var bet. cyl (%)	Fixed	Remarks
	10.6	1,000	54.1 ~ 56.1	±2.5	Rack	Basic
H	Approx. 9.5	325	8.7 ~ 11.3	±10	Rack	
A	R(10.6)	1,000	54.1 ~ 56.1	—	Lever	Basic
B	R+0.3	1,750	(69.0 ~ 73.0)	—	Lever	Boost press. Above 320mmHg
C	R(R-0.4)	700	(37.9 ~ 41.9)	—	Lever	Boost press. Above 320mmHg
D	R+0.4	500	(33.7 ~ 37.7)	—	Lever	
I	—	100	67.0 ~ 72.0	—	Lever	Control rack limit

5. Timing Advance Specification :

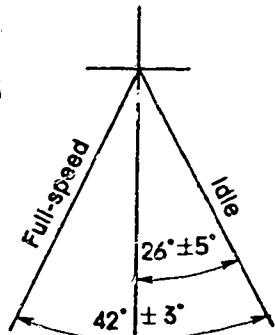
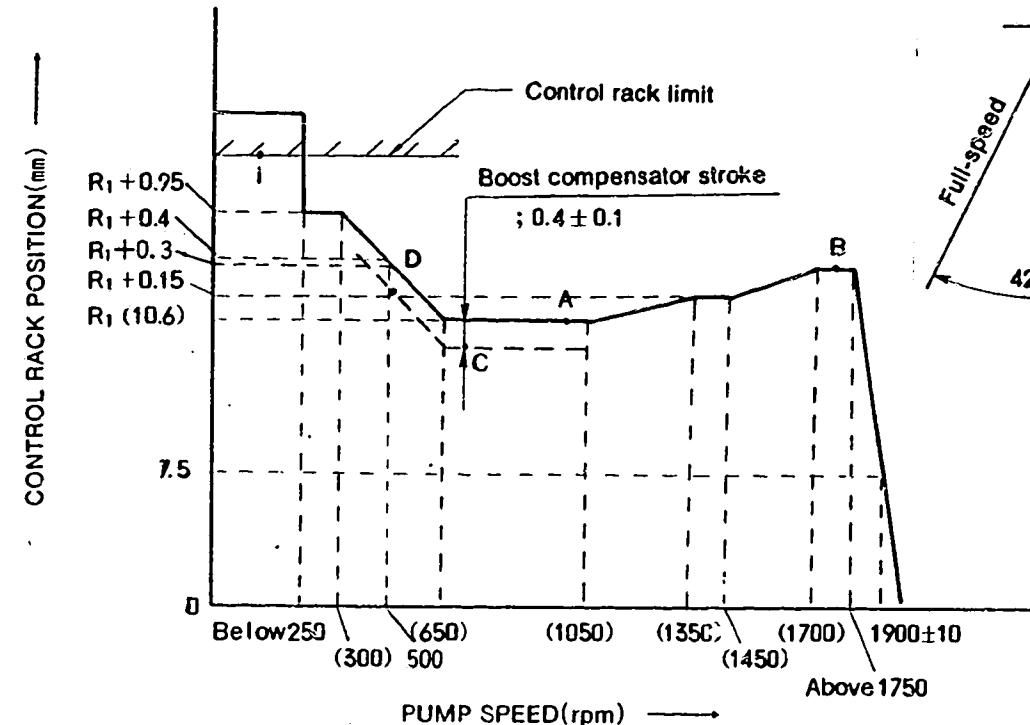
Pump Speed (r.p.m.)	Advance Angle (deg.)	Advance Angle (deg.)	Advance Angle (deg.)	Advance Angle (deg.)
220±5	8°±5°	10°±5°	12°±5°	15°±5°
325				
400				
600±15				
1300±70				

3. GOVERNOR ADJUSTMENT

(1) Full speed

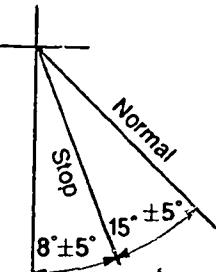
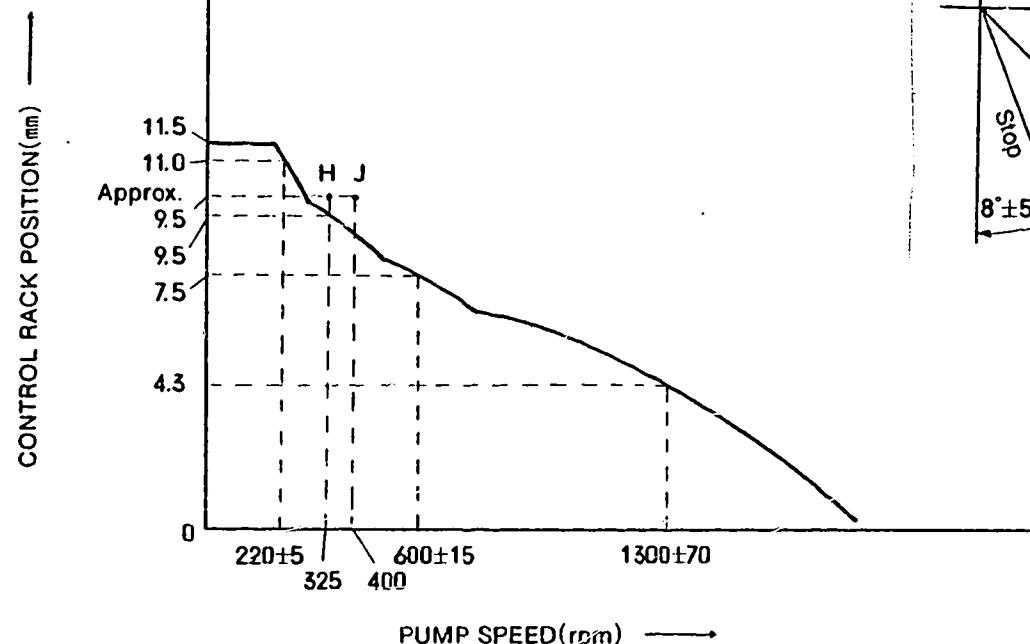
Torque cam NO. : "B 88"

Control lever angle



(2) Idling

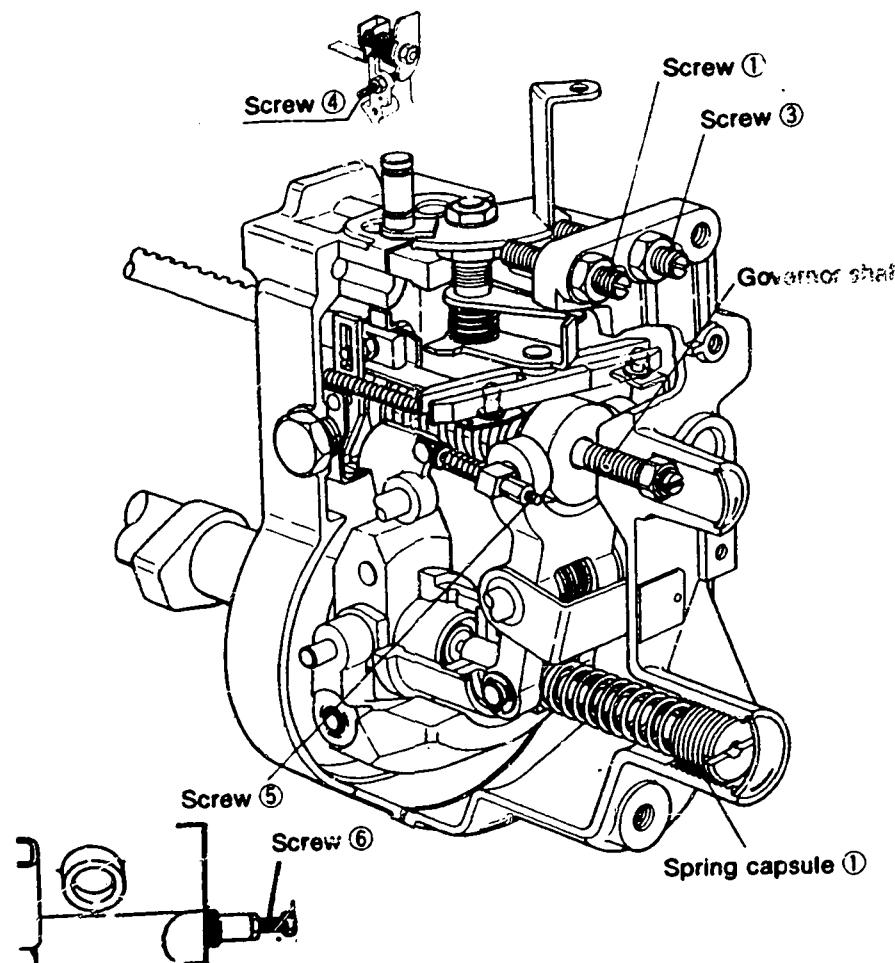
Stop lever angle



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■ Full Load Adjustment (Torque Cam No. B88)



■ Idling Adjustment

Item	Pump Speed (rpm)	Rack Position (mm)	Remarks
Idling Lever Position: Temporary Setting	80~100	11.5	• Adjust using screw ①.
Idling Position Setting	215~225 325	11.0 9.5	• Adjust using spring capsule ①. • Adjust shim ① inside the spring capsule.
Governor Spring Contact Adjustment	585~615 1230~1370	7.5 4.3	• Adjust the governor shaft position. • Confirm
Setting the Idling Lever Position	325	Approx.9.5	• Adjust using screw ①. • Confirm the control lever angle (21°~31°)

Item	Pump Speed (rpm)	Rack Position (mm)	Remarks
Full Speed Lever Position: Temporary Setting	Approx.1750	$R_1+0.3$	• Adjust using screw ③. (Do not enter governor control range)
Full Load Position Adjustment	1000	$R_1(10.6)$	• Adjust using screw ④.
Torque Cam Position Adjustment	500 (300) (650) (1050) (1350) (1450) (1700)	$R_1+0.4$ $R_1+0.95$ $R_1(10.6)$ $R_1(10.6)$ $R_1+0.15$ $R_1+0.15$ $R_1+0.3$	• Adjust using screw ⑤. • Confirm • Confirm • Confirm • Confirm • Confirm • Confirm • Confirm

Confirm injection quantity at point A.

Maximum Speed control Adjustment	Above1750 1900 ± 10	$R_1+0.3$ 7.5	• Adjust using screw ③. • Confirm • After adjustment, confirm that the control lever angle is 39°~45°.
Confirming Excess Fuel Limit for Engine Starting	400 0 0	Approx.9.5 11.5 Above $R_1+0.95$	• Set the control lever at point J. • Confirm • Move the control lever to the "full-speed" position and then confirm the control rack position.

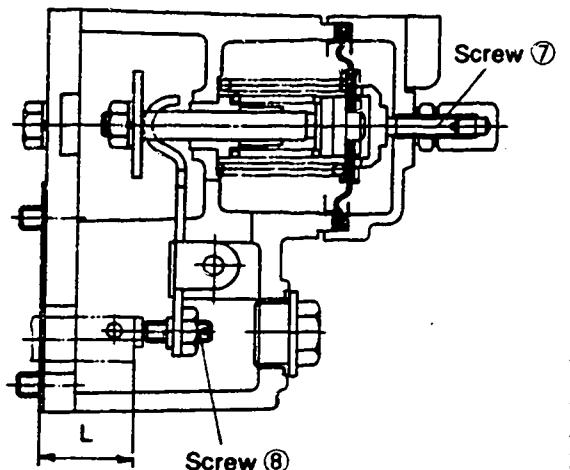
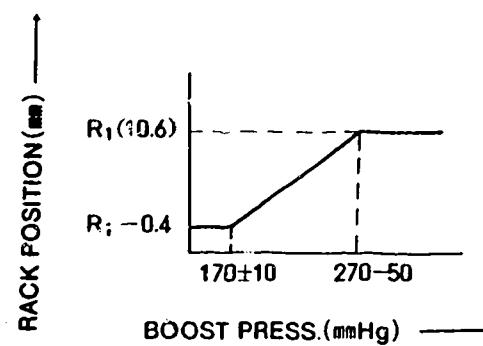
Confirm the Black Smoke Limit	Fix the control lever at point H. Then, operate the pump at 250 rpm. Confirm that the control rack does not move beyond $R_1+0.95$ mm. When the control lever is moved to the "full-speed" position again increase the pump speed and confirm that the control rack starts to move from a pump speed of 300 rpm.
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Rack Limiter Adjustment	• Fix the control lever in the full speed position, and fix the control rack using the screw (157954-3700) when the pump speed reaches 100 rpm and the fuel injection quantity obtained is 62~72 cc/1000st.
	Measure the depth of the control rack cap. Then, adjust screw ⑥ so that it equals the depth of the rack cap and install the rack cap. Confirm injection quantity at point I.

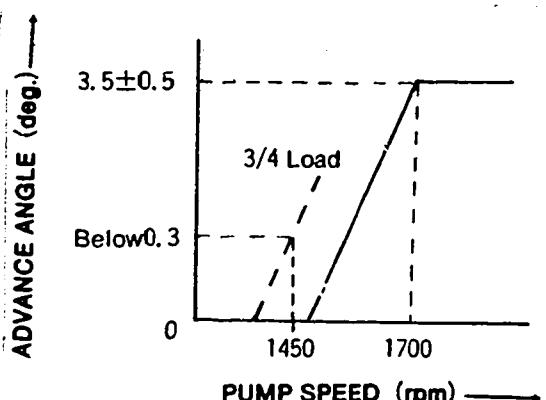
■ Boost Compensator Adjustment

- Maintain the pump speed at 700 rpm and fix the control lever in the full load position.
- In this condition, use calipers to measure the dimension "L" of the pushrod from the end face of the spacer. (Inspection: 23.5 to 24.5 mm)

Item	Boost press. (mmHg)	Rack Position (mm)	Remarks
Setting the Boost Compensator Spring Force	160~180	$R_1-0.4$	• Adjust using screw ⑦.
Boost Compensator Spring Adjustment (Boost compensator stroke: 0.4 ± 0.1 mm)	0 160~180 220~320	$R_1-0.4$ $R_1-0.4$ $R_1(10.6)$	• Adjust using screw ⑧. • Confirm • Confirm



5. Timing Advance Specification :

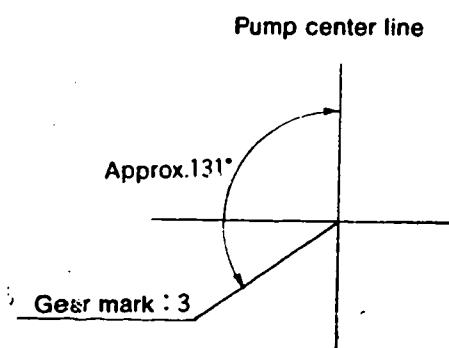


<Note>

- Run the pump at 1450 rpm and fix the control lever when the fuel injection quantity obtained is approx. 44 cc/1000st.
- Confirm that the timing advance angle is less than 0.3°.

■ Timing Setting

At No. 1 plunger's beginning of injection position.
B.D.T.C. : 11°



INJ. PUMP CALIBRATION DATA

ENGINE MODEL 4D31T

BOSCH No. 9 400 610 059 1/7
 DKKC No. 101401-1230
 Date: 30.May.1987 1
 Company: MITSUBISHI
 No. ME016741

Injection pump: PES4A Governor: EP/RLD-E
 101040-9400 105921-1741

Timing device: EP/SCDM
 105676-0250

1. Test Conditions:

Pump rotation: clockwise viewed from drive side

Nozzle & Nozzle Holder Ass'y: 105780-8140 Nozzle Holder: 105780-2080
 (BOSCH Type No. EF8511/9A) (BOSCH Type No. EF8511/9)
 Nozzle opening pressure: 175 Kg/cm² Transfer pump pressure: 1.6 Kg/cm²

Injection pipe: Inner Dia. 2 mm X Outer Dia. 6 mm - Length 600 mm

Test Oil: ISO4113 or SAE Standard Test Oil(SAE J967d) Oil Temp.: 40⁺⁵ °C

Overflow valve opening pressure: 2.6 Kg/cm² (Part No. 131424-6220)

2. Injection Timing:

Pre-stroke: No. 1 Plunger 3.6 ±0.05mm

Note: Adjust with control rod position of mm

Injection order: 1 90°±30° 3, 1 180°±30° 4, 1 270°±30° 2 (interval: ±30°)

Plungers are numbered from the Drive side.

Tappet clearance: Bolt adjustment type: More than 0.3mm for all cylinders.

Shim adjustment type: Manually rotate the camshaft 2~3 times and confirm that it rotates smoothly.

4. Injection Quantity:

Adjusting Point	Rod Position (mm)	Pump Speed (r.p.m)	Injection Q'ty (cc/1000 strokes)	Max. var bet. cyl (%)	Fixed	Remarks
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H	Approx. 9.5	325	8.7 ~ 11.3	±10	Rack	
A	R(10.6)	1,000	54.1 ~ 56.1	—	Lever	Basic Boost press. Above 320mmHg
B	R+0.3	1,750	(69.0 ~ 73.0)	—	Lever	Boost press. Above 320mmHg
C	R(R-0.4)	700	(37.9 ~ 41.9)	—	Lever	Boost press.0
D	R+0.4	500	(33.7 ~ 37.7)	—	Lever	Boost press.0
I	—	100	67.0 ~ 72.0	—	Lever	Control rack limit

5. Timing Advance Specification:

Pump Speed (r.p.m)	Advance Angle (deg.)
220±5	8°±5°
325 400	15°±5°

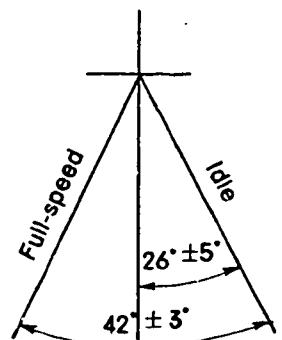
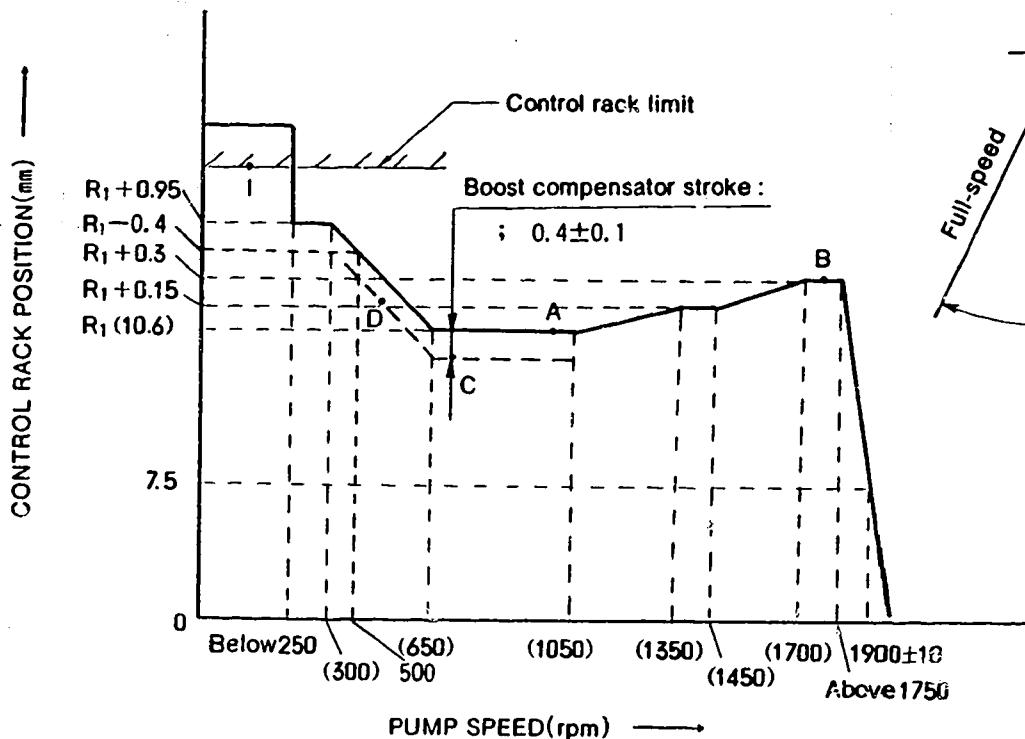
3. GOVERNOR ADJUSTMENT

(1) Full speed

Torque cam NO.: "B 88"

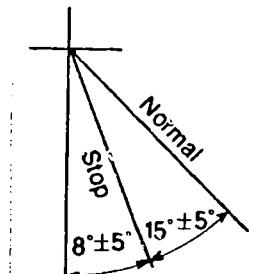
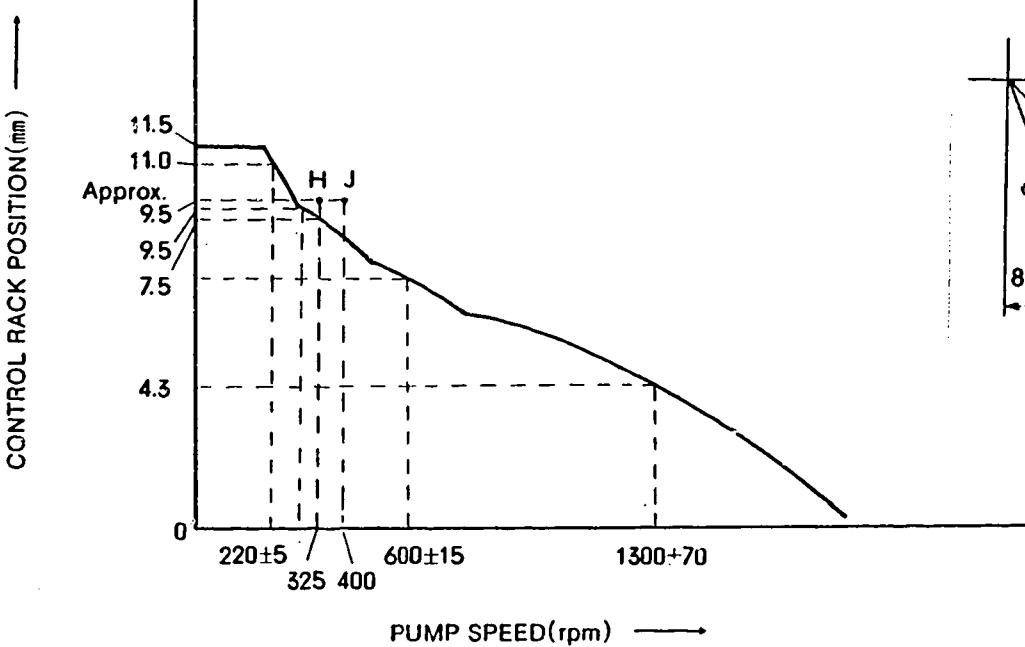
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Control lever angle



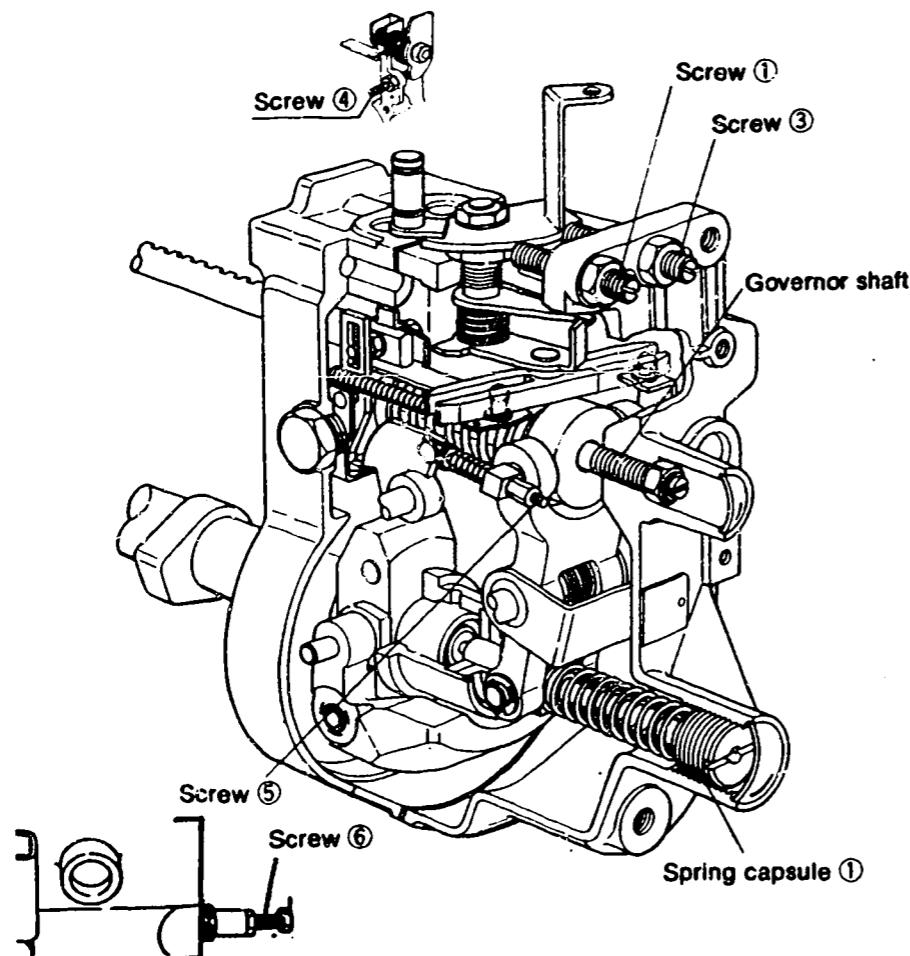
(2) Idling

Stop lever angle



101401-1230 3/7

101401-1230 4/7



■ Idling Adjustment

Item	Pump Speed (rpm)	Rack Position (mm)	Remarks
Idling Lever Position: Temporary Setting	80~100	11.5	• Adjust using screw ①.
Idling Position Setting	215~225 325	11.0 9.5	• Adjust using spring capsule ①. • Adjust shim ① inside the spring capsule.
Governor Spring Contact Adjustment	585~615 1230~1370	7.5 4.3	• Adjust the governor shaft position. • Confirm
Setting the Idling Lever Position	325	Approx.9.5	• Adjust using screw ①. • Confirm the control lever angle (21°~31°)

■ Full Load Adjustment (Torque Cam No. B88)

Item	Pump Speed (rpm)	Rack Position (mm)	Remarks
Full Speed Lever Position: Temporary Setting	Approx.1750	$R_1+0.3$	• Adjust using screw ③. (Do not enter governor control range)
Full Load Position Adjustment	1000	$R_1(10.6)$	• Adjust using screw ④.
Torque Cam Position Adjustment	500 (300) (650) (1050) (1350) (1450) (1700)	$R_1+0.4$ $R_1+0.95$ $R_1(10.6)$ $R_1(10.6)$ $R_1+0.15$ $R_1+0.15$ $R_1+0.3$	• Adjust using screw ⑤. • Confirm • Confirm • Confirm • Confirm • Confirm • Confirm • Confirm

Confirm injection quantity at point A.

Maximum Speed control Adjustment	Above1750 1900±10	$R_1+0.3$ 7.5	• Adjust using screw ③. • Confirm • After adjustment, confirm that the control lever angle is 39°~45°.
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Confirming Excess Fuel Limit for Engine Starting	400 0 0	Approx.9.5 11.5 Above $R_1+0.95$	• Set the control lever at point J. • Confirm • Move the control lever to the "full-speed" position and then confirm the control rack position.
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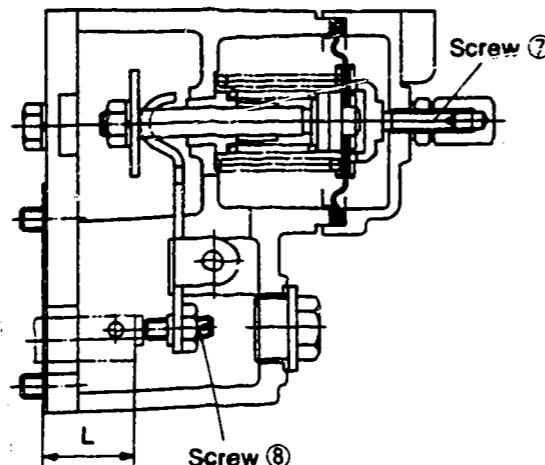
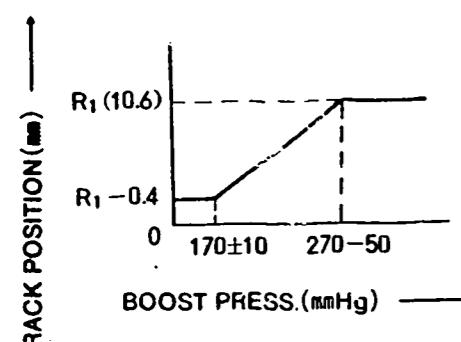
Confirm the Black Smoke Limit	Fix the control lever at point H. Then, operate the pump at 250 rpm. Confirm that the control rack does not move beyond $R_1+0.95$ mm. When the control lever is moved to the "full-speed" position again increase the pump speed and confirm that the control rack starts to move from a pump speed of 300 rpm.		
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Rack Limiter Adjustment	• Fix the control lever in the full speed position, and fix the control rack using the screw (157954-3700) when the pump speed reaches 100 rpm and the fuel injection quantity obtained is 67~72 cc/1000st.		
	Measure the depth of the control rack cap. Then, adjust screw ⑥ so that it equals the depth of the rack cap and install the rack cap. Confirm injection quantity at point I.		

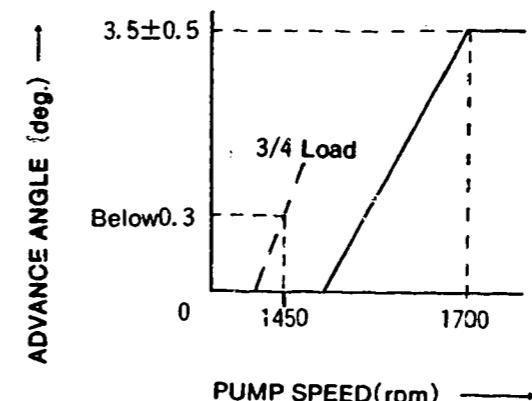
■ Boost Compensator Adjustment

- Maintain the pump speed at 700 rpm and fix the control lever in the full load position.
- In this condition, use calipers to measure the dimension "L" of the pushrod from the end face of the spacer. (Inspection: 23.5 to 24.5 mm)

Item	Boost press. (mmHg)	Rack Position (mm)	Remarks
Setting the Boost Compensator Spring Force	160~180	R ₁ -0.4	• Adjust using screw ⑦.
Boost Compensator Spring Adjustment (Boost compensator stroke: 0.4±0.1 mm)	0 160~180 220~320	R ₁ -0.4 R ₁ -0.4 R ₁ (10.6)	• Adjust using screw ⑧. • Confirm • Confirm



5. Timing Advance Specification

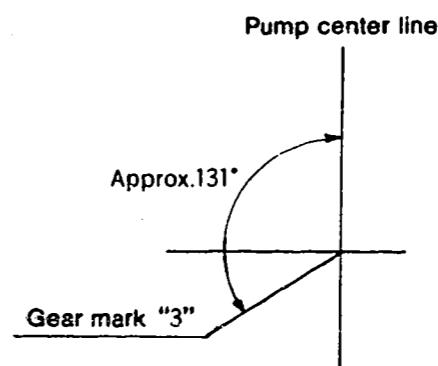


<Note>

- Run the pump at 1450 rpm and fix the control lever when the fuel injection quantity obtained is approx.44 cc/1000st.
- Confirm that the timing advance angle is less than 0.3°.

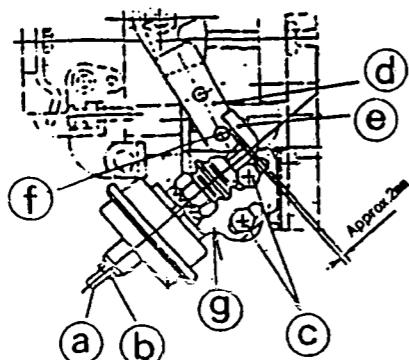
■ Timing Setting

At No. 1 plunger's beginning of injection position.
B.D.T.C. : 11°



FICD Actuator Adjustment

1. Set the speed control lever (d) in the idling position.
2. Adjust the position of the FICD bracket (g) so that the clearance between the speed control lever pin (f) and the FICD actuator shaft (e) is approx. 2 mm.
3. Loosen the nut (b) and then screw in the screw (a) so that FICD stroke is zero.
4. Run the pump at 500 rpm and supply negative pressure of 500 mmHg to the FICD actuator chamber. Then, measure the rack position.
5. Run the pump at 500 rpm and supply negative pressure of 500 mmHg to the FICD actuator chamber. Then, adjust using screw (a) so that the rack position is 9.1 mm.
6. Confirm that the control lever (d) is in the idling position when negative pressure of zero is supplied, and that the control rack position is 9.1 mm when negative pressure of 500 mmHg is supplied.



MICROSWITCH ADJUSTMENT

1. Fix the control lever when the pump speed reaches 945~955 rpm and the control rack position is 8 mm.
2. Then, adjust the microswitch using the screw attached to the control lever so that the microswitch is ON.

INJ. PUMP CALIBRATION DATA

ENGINE MODEL FE6B

BOSCH No. 9 400 610 055 1/5
 DKKC No. 101601-9931
 Date: 30.May.1987 2
 Company: NISSAN DIESEL
 No. 16713 Z5661

Injection pump: PE6A
101060-3330Governor: EP/RLD-A
105921-1022Timing device: EP/SA
105614-3290

1. Test Conditions:

Pump rotation: clockwise viewed from drive side

Nozzle & Nozzle Holder Ass'y: 105780-8140 (BOSCH Type No. EF8511/9A) Nozzle Holder: 105780-2080 (BOSCH Type No. EF8511/9)

Nozzle opening pressure: 175 Kg/cm² Transfer pump pressure: 1.6 Kg/cm²

Injection pipe: Inner Dia. 2 mm X Outer Dia. 6 mm - Length 600 mm

Test Oil: ISO4113 or SAE Standard Test Oil (SAE J967d) Oil Temp.: 40⁺⁵ °COverflow valve opening pressure: 1.6 Kg/cm² (Part No. —)

2. Injection Timing:

Pre-stroke: No. 1 Plunger 3.4 ±0.05mm

Note: Adjust with control rod position of mm

Injection order: 1 _{60°±30°} 4, 1 _{120°±30°} 2, 1 _{180°±30°} 6, 1 _{240°±30°} 3, 1 _{300°±30°} 5 (interval: ±30°)

Plungers are numbered from the Drive side.

Tappet clearance: Bolt adjustment type: More than 0.3mm for all cylinders.

: Shim adjustment type: Manually rotate the camshaft 2~3 times and confirm that it rotates smoothly.

4. Injection Quantity:

Adjusting Point	Rod Position (mm)	Pump Speed (r.p.m.)	Injection Q'ty (cc/1000 strokes)	Max. var bet. cyl (%)	Fixed	Remarks
	11.8	600	64.7 ~ 67.9	±3.5	Rack	Basic
H	Approx. 9.5	300	7.7 ~ 11.3	±10	Rack	
A	R(11.8)	600	65.3 ~ 67.3	—	Lever	
B	R-0.2	900	(71.4 ~ 74.6)	—	Lever	
C	R(11.8)	1,400	(79.0 ~ 83.0)	—	Lever	
I	—	100	84.0 ~ 94.0	—	Lever	Control rack limit

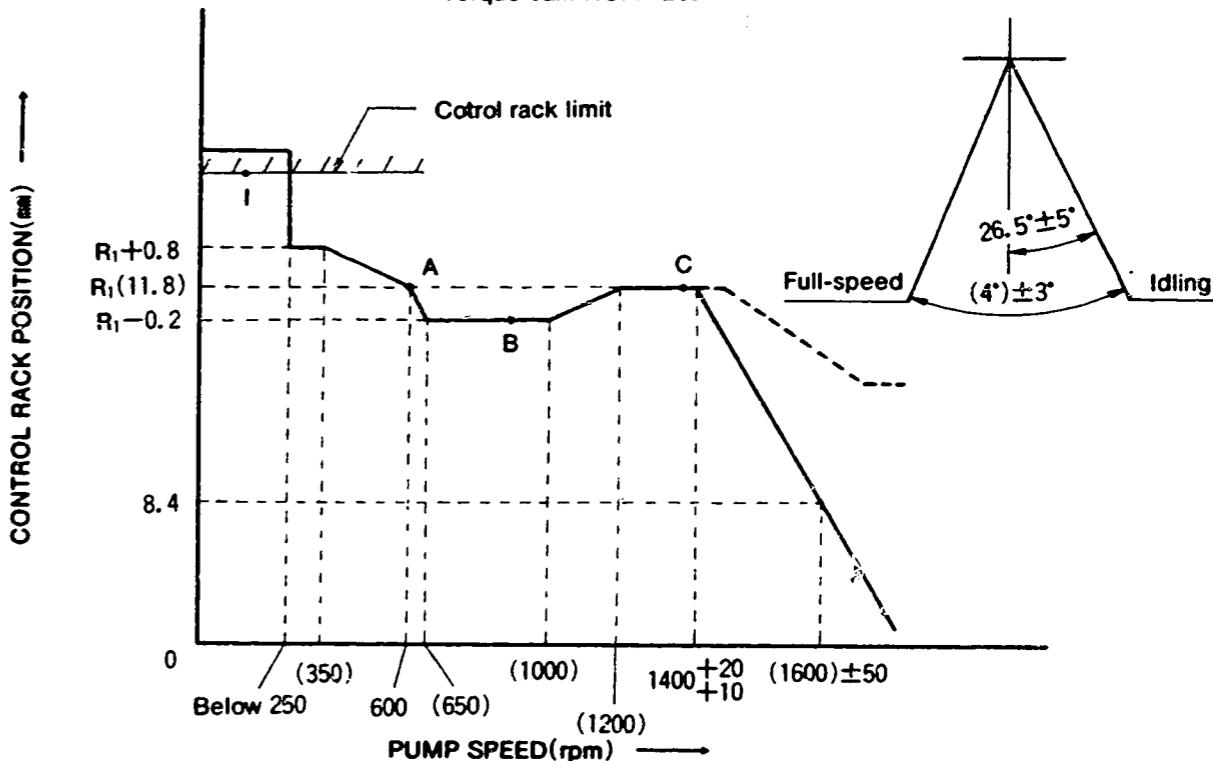
5. Timing Advance Specification:

Pump Speed (r.p.m.)	Below 850	800	1,400
Advance Angle (deg.)	Start	Below 0.5	Finish 1.5~2.5

3. GOVERNOR ADJUSTMENT

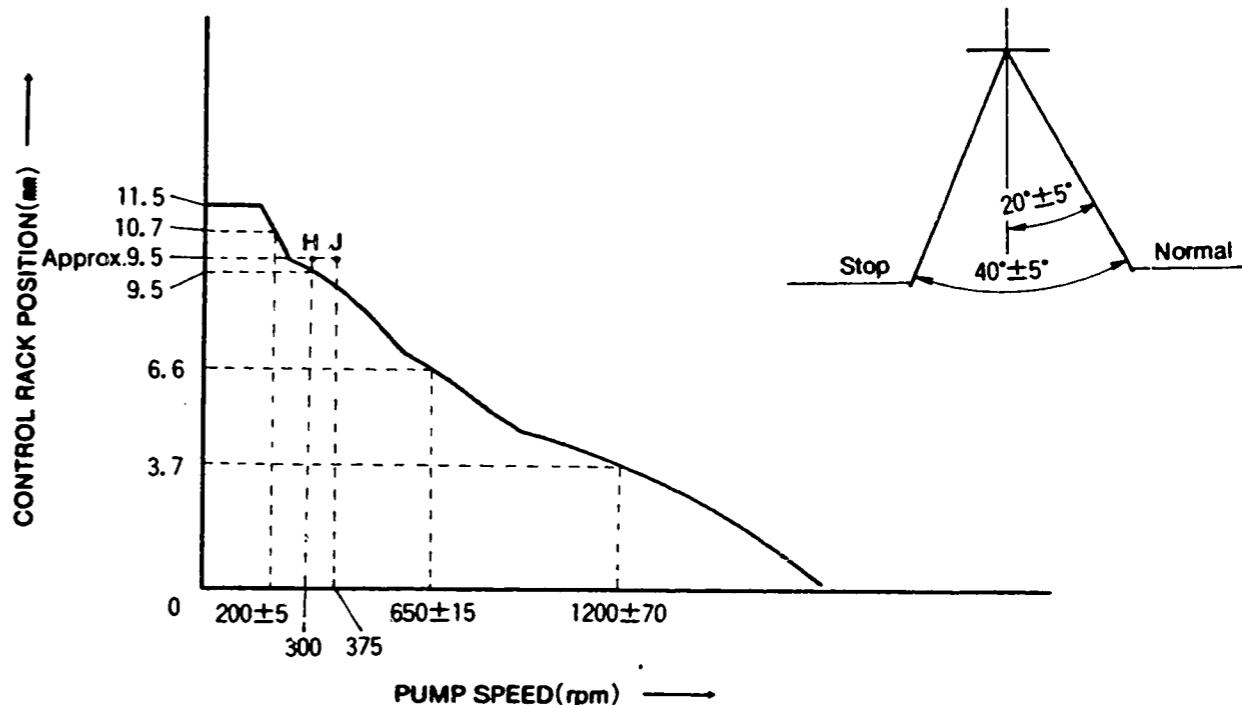
(1) Full speed

Torque cam NO.: "B55"



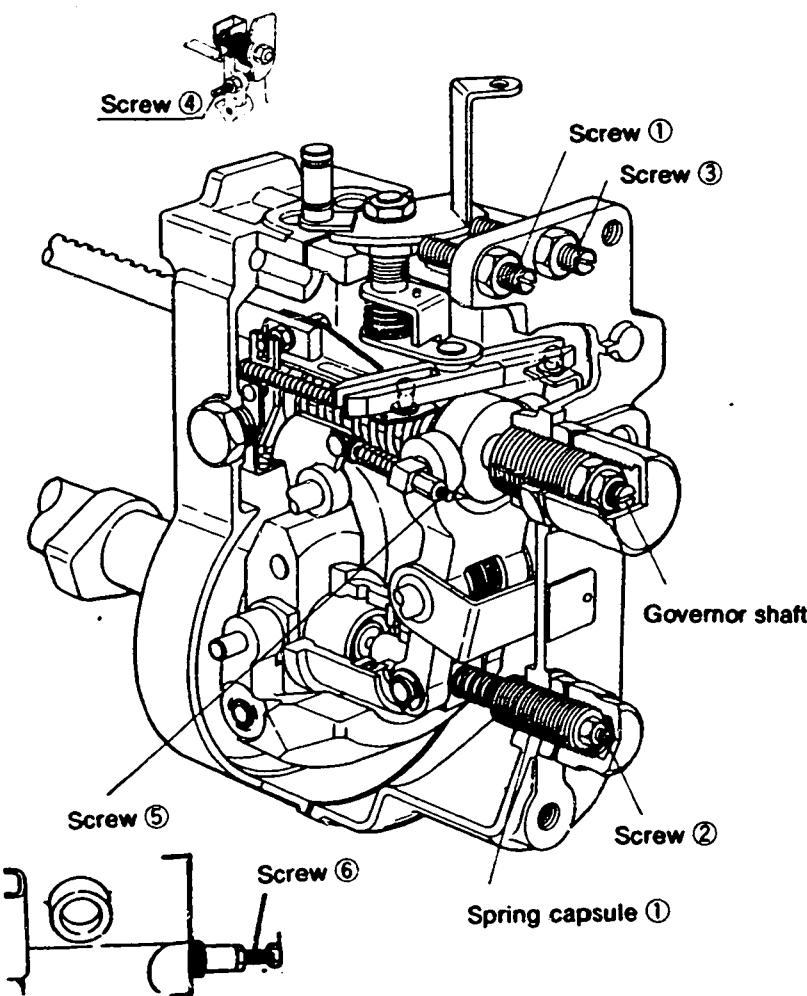
(2) Idling

STOP LEVER ANGLE



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■ Idling Adjustment

Item	Pump Speed (rpm)	Rack Position (mm)	Remarks
Idling Lever Position: Temporary Setting	80~100	11.5	• Adjust using screw ①.
Idling Position Setting	195~205 300	10.7 9.5	• Adjust using spring capsule ①. • Adjust using screw ②.
Governor Spring Contact Adjustment	635~665 1130~1270	6.6 3.7	• Adjust the governor shaft position. • Confirm
Setting the Idling Lever Position	300	Approx 9.5	• Adjust using screw ①. • Confirm the control lever angle (21.5°~31.5°)

■ Full Load Adjustment (Torque Cam No. B55)

Item	Pump Speed (rpm)	Rack Position (mm)	Remarks
Full Speed Lever Position: Temporary Setting	1400	R ₁ (11.8)	• Adjust using screw ③. (Do not enter governor control range)
Full Load Position Adjustment	900	R ₁ -0.2	• Adjust using screw ④.
Torque Cam Position Adjustment	600 (350) (650) (1000) (1200) — — — — — — — —	R ₁ (11.8) R ₁ +0.8 R ₁ -0.2 R ₁ -0.2 R ₁ (11.8) — — — — — — — —	• Adjust using screw ⑤. • Confirm • Confirm
Confirm injection quantity at points A to B.			
Maximum Speed control Adjustment	1390~1420 (1550~1650) —	R ₁ (11.8) 8.4 —	• Adjust using screw ③. • Confirm • After adjustment, confirm that the control lever angle is (1°~7°).
Confirming Excess Fuel Limit for Engine Starting	375 0 0	Approx 9.5 11.5 Above R ₁ +0.8	• Set the control lever at point J. • Confirm • Move the control lever to the "full-speed" position and then confirm the control rack position.
Confirm the Black Smoke Limit	Fix the control lever at point H. Then, operate the pump at 250 rpm. Confirm that the control rack does not move beyond R ₁ +0.8 mm. When the control lever is moved to the "full-speed" position again increase the pump speed and confirm that the control rack starts to move from a pump speed of 350 rpm.		
Rack Limiter Adjustment	• Fix the control lever in the full speed position, and fix the control rack using the screw (157954-3700) when the pump speed reaches 100 rpm and the fuel injection quantity obtained is 84~94 cc/1000st.		
	Measure the depth of the control rack cap. Then, adjust screw ⑥ so that it equals the depth of the rack cap and install the rack cap. Confirm injection quantity at point I.		

C - 3

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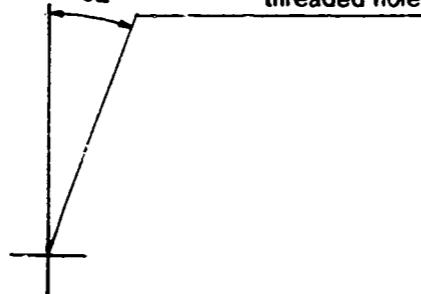
■ Timing Setting

At No. 1 plunger's beginning of injection position.

B.D.T.C. :—

Pump center line

Approx. Centre of timing devices
62° threaded hole



INJ. PUMP CALIBRATION DATA

ENGINE MODEL SD33

BOSCH No. 9 400 610 060 1/4
 DKKC No. 101631-9774
 Date : 30.May.1987 [4]
 Company : NISSAN DIESEL
 No. 16700 C8605

Injection pump : PES6A
101063-9371Governor : EP/RBD
105542-4271Timing device : EP/SCD
105622-1100

1. Test Conditions :

Pump rotation : clockwise viewed from drive side

Nozzle & Nozzle Holder Ass'y : 105780-8140 Nozzle Holder : 105780-2080
 (BOSCH Type No. EF8511/9A) (BOSCH Type No. EF8511/9)
 Nozzle opening pressure : 175 Kg/cm² Transfer pump pressure : 1.6 Kg/cm²

Injection pipe : Inner Dia. 2 mm X Outer Dia. 6 mm -- Length 600 mm

Test Oil : ISO4113 or SAE Standard Test Oil (SAE J967cl) Oil Temp. : 40⁺⁵ °COverflow valve opening pressure : — Kg/cm² (Part No. —)

2. Injection Timing :

Pre-stroke : No. 1 Plunger 2.0 ±0.05mm

Note : Adjust with control rod position of — mm

Injection order : 1 60°±30° 4, 1 120°±30° 2, 1 180°±30° 6, 1 240°±30° 3, 1 300°±30° 5 (interval : ±30°)

Plungers are numbered from the Drive side.

Tappet clearance : Bolt adjustment type ; More than 0.3mm for all cylinders.

: Shim adjustment type ; Manually rotate the camshaft 2~3 times and confirm that it rotates smoothly.

4. Injection Quantity :

Adjusting Point	Rod Position (mm)	Pump Speed (r.p.m)	Injection Q'ty (cc/1000 strokes)	Max. var bet. cyl (%)	Fixed	Remarks
12.2	800	31.1 ~ 33.1	±2.5	Rack	Basic	
Approx. 7.8	300	6.5 ~ 8.5	±15	Rack		
12.2	800	31.1 ~ 33.1	±2.5	Rack		
11.7	1,900	34.5 ~ 37.7	±4	Rack		
15±0.1	100	—	—	Rack	Control rack limit	

5. Timing Advance Specification :

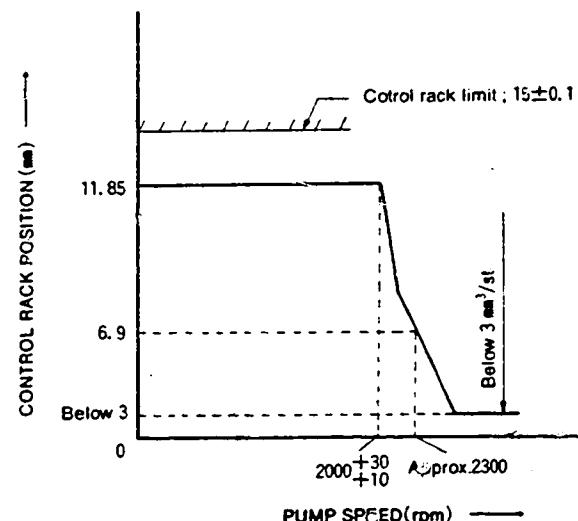
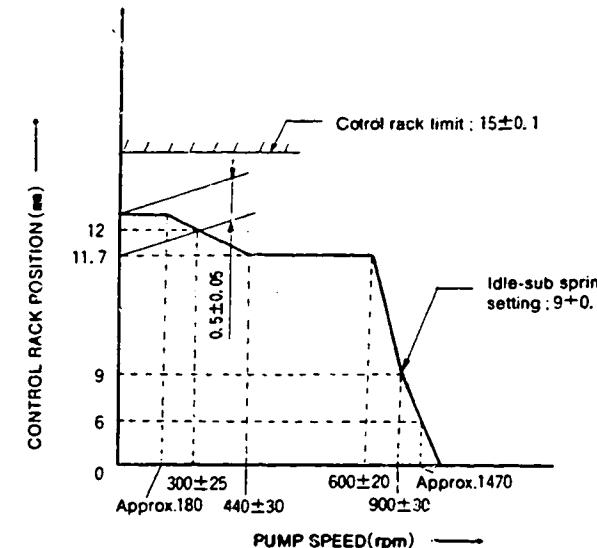
Pump Speed (r.p.m)	Below 550	500	1,100	1,900		
Advance Angle (deg.)	Start	Below 0.5	1.2~2.2	Finish 5.5~6.5		

3. GOVERNOR ADJUSTMENT

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(1)Pneumatic Governor

(2)Mechanical Governor



■ Air Tightness Test

- Increase the pressure of the pneumatic governor's negative pressure chamber to 500 mmAq at a pump speed of 500 rpm and a control rack position of 12.2 mm.
- Then, confirm that it takes 10 seconds or more for the negative pressure to fall from 500 mmAq to 480 mmAq.

■ Adjustment

1. Pneumatic Governor (Pump Speed : 500 rpm)

Item	Negative Press. (mmAq)	Rack Position (mm)	Remarks
Smoke Set Screw Adjustment	0	12.2	• Adjust using spring capsule ①.
Torque Control Adjustment			
① Start of torque control spring movement	Approx 180	12.2	• Adjust thickness of shim ①.
② End of torque control spring movement	410~470	11.7	• Adjust thickness of shim ②.
③ Confirm	275~325	12.0	
④ Confirm torque control stroke	—	—	• Inspection : 0.5±0.05 mm

Item	Negative Press. (mmAq)	Rack Position (mm)	Remarks
High-speed Control Adjustment	580~620	11.7	• Adjust thickness of shim ③. B.T.D.C. : 20°
Idling Adjustment	870~930 Approx 1470	9±0.3 6	• Adjust using spring capsule ②. • Confirm

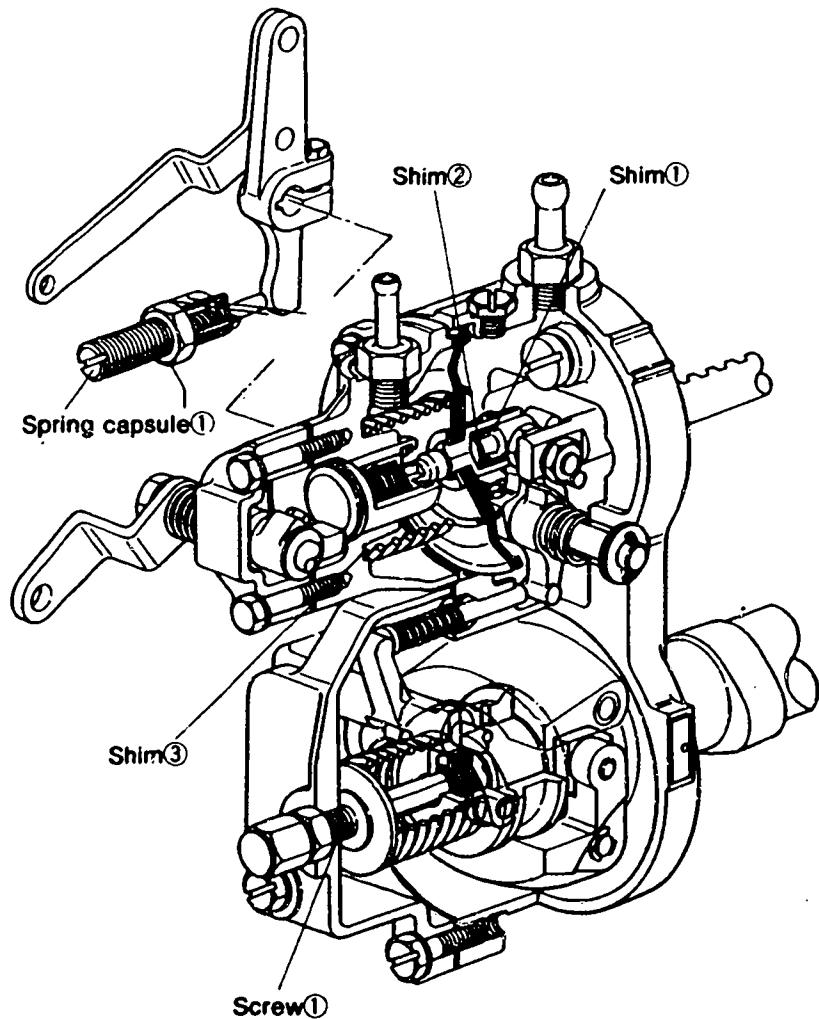
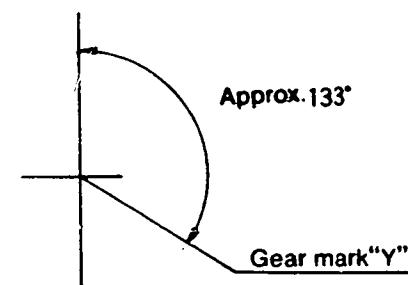
2. Mechanical Governor (Negative pressure: 370 ± 20 mmAq)

Item	Pump Speed (rpm)	Rack Position (mm)	Remarks
Maximum Speed Control Adjustment	2010~2030 Approx 2300	11.85 6.9	• Adjust using screw ①. • Confirm • Confirm (Check the fuel injection quantity: below 3 cc/1000st)

■ Timing Setting

At No.1 plunger's beginning of injection position.

Pump center line



INJ. PUMP CALIBRATION DATA

ENGINE MODEL SD33T

BOSCH No. 9 400 610 061 1/6
 DKC No. 101641-9214
 Date: 30.May.1987 4
 Company: NISSAN DIESEL
 No. 16700 C8705

Injection pump: PES6A
101064-9081Governor: EP/RLO-E
105931-4281Timing device: EP/SCD
105622-1120

1. Test Conditions:

Pump rotation: clockwise viewed from drive side

Nozzle & Nozzle Holder Ass'y: 105780-8140 Nozzle Holder: 105780-2080
 (BOSCH Type No. EF8511/9A) (BOSCH Type No. EF8511/9)
 Nozzle opening pressure: 175 Kg/cm² Transfer pump pressure: 1.6 Kg/cm²

Injection pipe: Inner Dia. 2 mm X Outer Dia. 6 mm - Length 600 mm

Test Oil: ISO4113 or SAE Standard Test Oil (SAE J967d) Oil Temp.: 40⁺⁵ °COverflow valve opening pressure: — Kg/cm² (Part No. —)

2. Injection Timing:

Pre-stroke: No. 1 Plunger 2.3 ±0.05mm

Note: Adjust with control rod position of — mm

Injection order: 1_{60°±30°} 4, 1_{120°±30°} 2, 1_{180°±30°} 6, 1_{240°±30°} 3, 1_{300°±30°} 5 (interval: *±30°)

Plungers are numbered from the Drive side.

Tappet clearance: Bolt adjustment type: More than 0.3mm for all cylinders.

Shim adjustment type: Manually rotate the camshaft 2~3 times and confirm that it rotates smoothly.

4. Injection Quantity:

Adjusting Point	Rod Position (mm)	Pump Speed (r.p.m.)	Injection Q'ty (cc/1000 strokes)	Max. var bet. cyl (%)	Fixed	Remarks
	13.7	1,000	47.2 ~ 49.4	±2	Rack	Basic
H	Approx. 9.5	360	6.4 ~ 8.6	±15	Rack	
A	R(13.7)	1,000	47.2 ~ 49.4	—	Lever	Basic Boost press. Above 400mmHg
B	R(-0.7)	2,000	45.2 ~ 49.2	—	Lever	Boost press. Above 400mmHg
C	R(12.7)	500	32.6 ~ 36.6	—	Lever	Boost press.0
I	—	100	42.0 ~ 52.0	—	Lever	Boost press.0

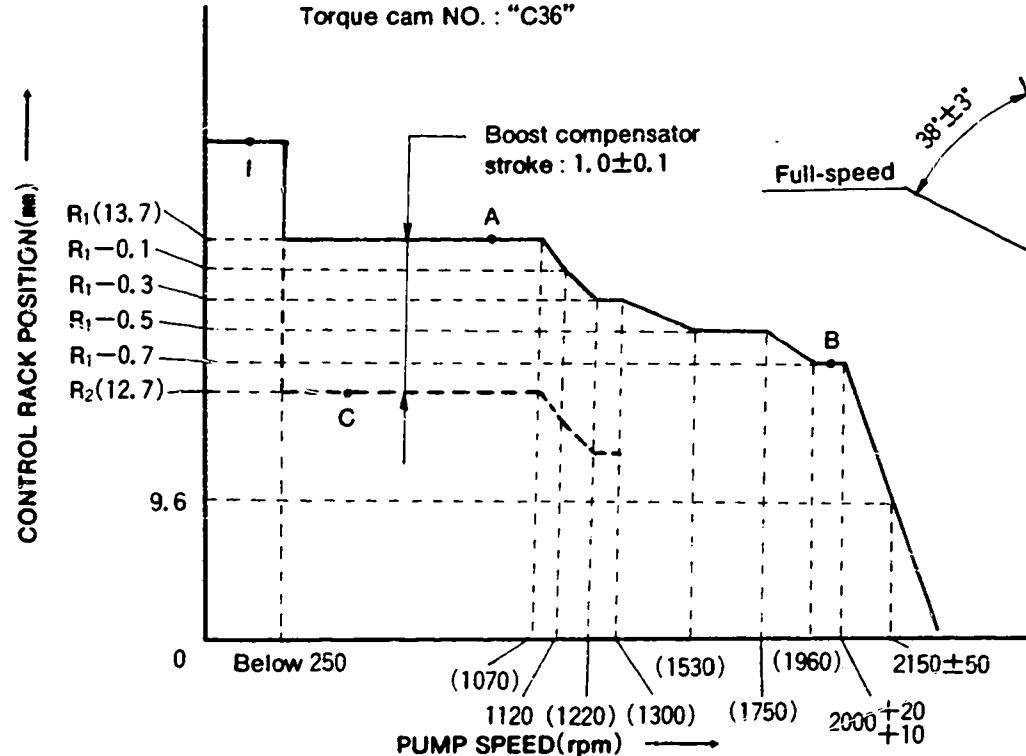
5. Timing Advance Specification:

Pump Speed (r.p.m.)	Below 550	500	1,200	1,900
Advance Angle (deg.)	Start	Below 0.5	1.7~2.7	Finish 5.5~6.5

3. GOVERNOR ADJUSTMENT

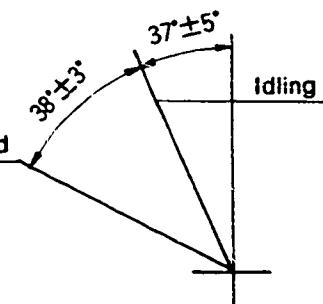
(1) Full speed

Torque cam NO.: "C36"



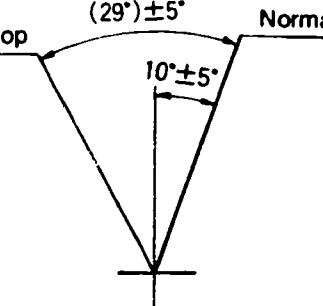
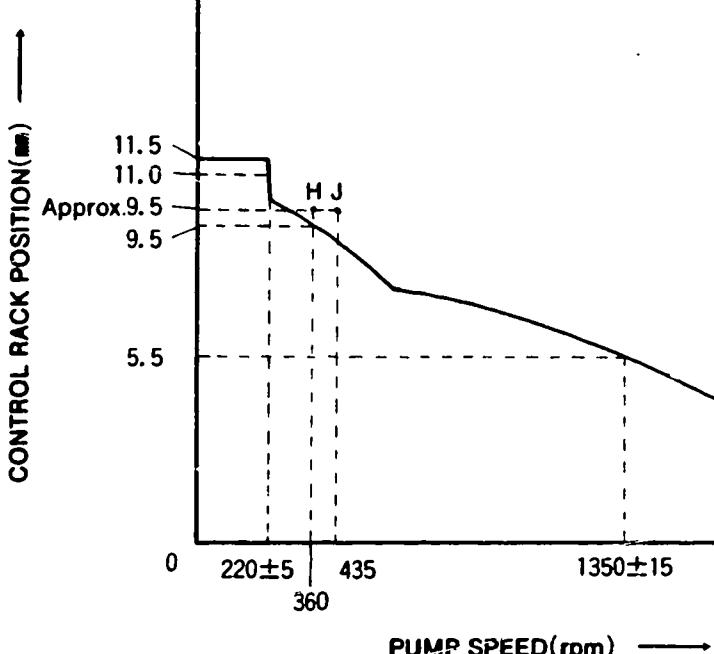
101641-9214 2/6

Control lever angle

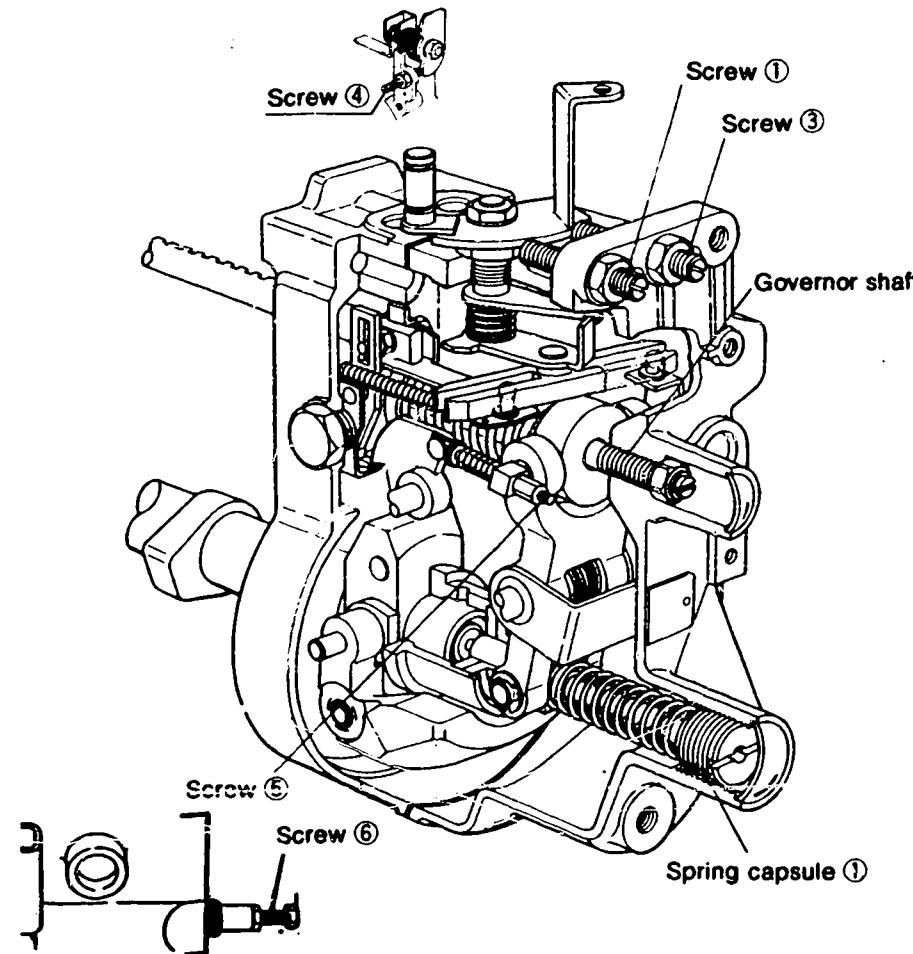


(2) Idling

Stop lever angle



101641-9214 3/6



■ Idling Adjustment

Item	Pump Speed (rpm)	Rack Position (mm)	Remarks
Idling Lever Position: Temporary Setting	80~100	11.5	• Adjust using screw ①.
Idling Position Setting	215~225 360	11.0 9.5	• Adjust using spring capsule ①. • Adjust shim ① inside the spring capsule.
Governor Spring Contact Adjustment	1335~1365	5.5	• Adjust the governor shaft position. • Confirm
Setting the Idling Lever Position	360	Approx.9.5	• Adjust using screw ①. • Confirm the control lever angle (32°~42°)

■ Full Load Adjustment (Torque Cam No. C36)

Item	Pump Speed (rpm)	Rack Position (mm)	Remarks
Full Speed Lever Position: Temporary Setting	2000	R ₁ -0.7	• Adjust using screw ③. (Do not enter governor control range)
Full Load Position Adjustment	1000	R ₁ (13.7)	• Adjust using screw ④.
Torque Cam Position Adjustment	1120 (1070) (1220) (1300) (1530) (1750) (1960) — — — — — — — —	R ₁ -0.1 R ₁ (13.7) R ₁ -0.3 R ₁ -0.3 R ₁ -0.5 R ₁ -0.5 R ₁ -0.7 — — — — — — — —	• Adjust using screw ⑤. • Confirm • Confirm

Confirm injection quantity at point A.

Maximum Speed control Adjustment	1990~2020 2100~2200 —	R ₁ -0.7 9.6 —	• Adjust using screw ③. • Confirm • After adjustment, confirm that the control lever angle is 35°~41°.
Confirming Excess Fuel Limit for Engine Starting	435 0 0	Approx.9.5 11.5 AboveR ₁ (13.7)	• Set the control lever at point J. • Confirm • Move the control lever to the "full-speed" position and then confirm the control rack position.

Confirm the Black Smoke Limit	Fix the control lever at point H. Then, operate the pump at 250 rpm. Confirm that the control rack does not move beyond R ₁ (13.7) mm. When the control lever is moved to the "full-speed" position again increase the pump speed and confirm that the control rack starts to move from a pump speed of 1070 rpm.
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Rack Limiter Adjustment	• Fix the control lever in the full speed position, and fix the control rack using the screw (157954-3700) when the pump speed reaches 100 rpm and the fuel injection quantity obtained is 42~52 cc/1000st.
	Measure the depth of the control rack cap. Then, adjust screw ⑥ so that it equals the depth of the rack cap and install the rack cap. Confirm injection quantity at point I.

■ Boost Compensator Adjustment

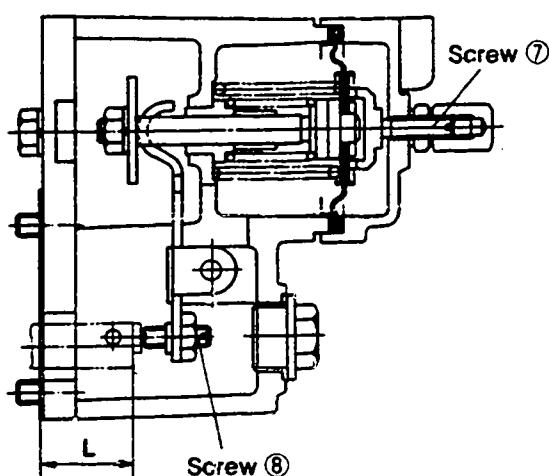
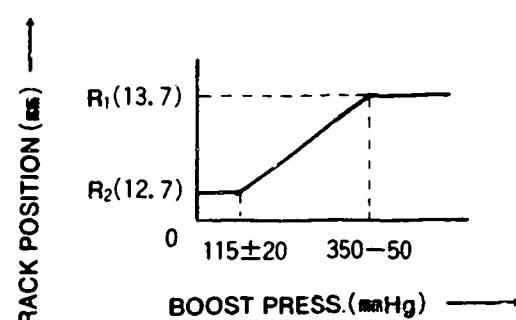
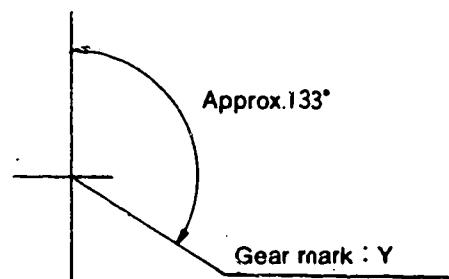
- Maintain the pump speed at 700 rpm and fix the control lever in the full load position.
- In this condition, use calipers to measure the dimension "L" of the pushrod from the end face of the spacer. (Inspection: 23.5 to 24.5 mm)

Item	Boost press. (mmHg)	Rack Position (mm)	Remarks
Setting the Boost Compensator Spring Force	95~135	R ₂ (12.7)	• Adjust using screw ⑦.
Boost Compensator Spring Adjustment (Boost compensator stroke: 1.0±0.1 mm)	0 95~135 300~350	R ₂ (12.7) R ₂ (12.7) R ₁ (13.7)	• Adjust using screw ⑧. • Confirm • Confirm

■ Timing Setting

At No. 1 plunger's beginning of injection position.
B.D.T.C. : 20°

Pump center line



INJ. PUMP CALIBRATION DATA

Distributor-type

TEST OIL:
ISO 4113 or
SAE J967d

ENGINE MODEL : 4D56

Injection pump No: 104640-3370 [NP-VE4/10F2100RNP460]

BOSCH No.9 460 610 234 1/3
DKKC 104740-3670
Date : 30.May.1987 0
Company : MITSUBISHI
No. MD106444

104740-3670 2/3

Pump rotation : clockwise-viewed from drive side

For Test Condition see
Microfiche No.WP-210(N16)

Pre-stroke : — mm

1. Setting	Pump speed (rpm)	Settings	Charge air press(mmHg)	Difference in delivery(cc)
1-1 Timing device travel	1,250	T=3.5~ 3.9 (mm)		
1-2 Supply pump pressure	1,250	4.5~ 5.1 (kg/cm ²)		
1-3 Full load delivery without charge air pressure	1,250	45.3~46.3 (cc/1,000st)		3.0
Full load delivery with charge air pressure			(cc/1,000st)	
1-4 Idle speed regulation	375	6.5~ 9.5 (cc/1,000st)		2.0
1-5 Start	100	63.0~83.0 (cc/1,000st)		
1-6 Full-load speed regulation	2,550	15.1~21.1 (cc/1,000st)		4.0
1-7 Load-timer adjustment	1,250	T=0.4± 0.8 (mm)		
1-8				

2. Test Specifications

2-1 Timing device	N = rpm mm	500 0.6~ 1.8	750 1.4~ 2.6	1,250 3.3~ 4.1	2,100 6.6~ 7.8
2-2 Supply pump	N = rpm kg/cm ²	600 2.9~ 3.5	1,250 4.5~ 5.1	2,100 6.5~ 7.1	
2-3 Overflow delivery	N = rpm cc/10s	1,250 48.0~92.0			

2-4 Fuel injection quantities

Speed control lever position	Pump speed (rpm)	Fuel delivery (cc/1,000st)	Charge air press(mmHg)	Difference in delivery(cc)
Full speed position	1,250	44.8~46.8		
	600	42.3~46.3		
	2,100	37.2~41.2		
	2,550	13.1~23.1		
	2,900	Below 5.0		
Switch OFF	375	0		
Idling position	600	Below 3.0		
	375	6.0~10.0		

2-5 Solenoid	Max.cut-in voltage : 8 V Test voltage : 12~14 V
--------------	--

■ LOAD TIMER ADJUSTMENT

1) Adjustment

① Fix the control lever in the position satisfying the following conditions.

Boost Pressure : — mmHg

Pump Speed : 1,250 rpm

Fuel Injection Quantity

② With the control lever positioned as described in ① above, adjust the governor sleeve so that the Timer Stroke conforms to the specified values (page 1/3)

2) Confirmation of Timer Characteristics

Fix the control lever in the position satisfying the following conditions, and confirm the Timer Stroke.

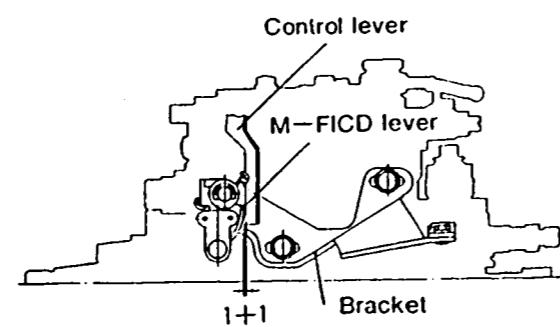
3. Dimensions		
K	3.2~3.4	mm
KF	5.7~5.9	mm
MS	1.1~1.3	mm
BCS	—	mm
Control lever angle		
α	55.0~63.0	deg
A	10.5~16.0	mm
β	41.0~51.0	deg
B	12.5~16.5	mm
γ	—	deg
C	—	mm

Control lever position		Specified Values		
Pump speed (rpm)	Fuel Injection Quantity(cc/1000st)	Boost pressure (mmHg)	Timer stroke (mm)	Timer stroke reduction value (mm)
1,250	34.7~36.7	—	(3.1)	0.2~1.0
1,250	26.7~29.7	—	(2.3)	0.8~2.0



■ FICD Mounting Position Adjustment

1. Hold the control lever in the idling position.
2. Position the FICD mounting bracket so that the gap between the control lever and the FICD lever is $1+1$ mm.



INJ. PUMP CALIBRATION DATA

Distributor-type

ENGINE MODEL : 4D56

TEST OIL:
ISO 4113 or
SAE J967d

Injection pump No: 104640-3380 [NP-VE4/10F2100RNP461]

BOSCH No. 9 460 610 235
DKKC No. 104740-3680
Date : 30.May.1987 [0]
Company : MITSUBISHI
No. MD106426

104740-3680

Pump rotation : clockwise-viewed from drive side

For Test Condition see
Microfiche No.WP-210(N16)

Pre-stroke : — mm

1. Setting		Pump speed (rpm)	Settings	Charge air press(mmHg)	Difference in delivery(cc)
1-1	Timing device travel	1,250	T=3.5~ 3.9 (mm)		
1-2	Supply pump pressure	1,250	4.5~ 5.1 (kg/cm ²)		
1-3	Full load delivery without charge air pressure	1,250	45.3~46.3 (cc/1,000st)		3.0
	Full load delivery with charge air pressure			(cc/1,000st)	
1-4	Idle speed regulation	375	6.5~ 9.5 (cc/1,000st)		2.0
1-5	Start	100	63.0~83.0 (cc/1,000st)		
1-6	Full-load speed regulation	2,550	15.1~21.1 (cc/1,000st)		4.0
1-7	Load-timer adjustment	1,250	T=0.6± 0.2 (mm)		
1-8					

2. Test Specifications

2-1	Timing device	N = rpm mm	500 0.6~ 1.8	750 1.4~ 2.6	1,250 3.3~ 4.1	2,100 6.6~ 7.8
2-2	Supply pump	N = rpm kg/cm ²	600 2.9~ 3.5	1,250 4.5~ 5.1	2,100 6.5~ 7.1	
2-3	Overflow delivery	N = rpm cc/10s	1,250 48.0~92.0			
2-4	Fuel injection quantities					
Speed control lever position	Pump speed (rpm)	Fuel delivery (cc/1,000st)	Charge air press(mmHg)	Difference in delivery(cc)		
Full speed position	1,250 600 2,100 2,550 2,900	44.8~46.8 42.3~46.3 37.2~41.2 14.6~21.6 Below 5.0				
Switch OFF	375	0				
Idling position	600 375	Below 3.0 6.0~10.0				
2-5	Solenoid	Max.cut-in voltage : 8 V Test voltage : 12~14 V				

3. Dimensions	
K	3.2~3.4 mm
KF	5.7~5.9 mm
MS	1.1~1.3 mm
BCS	— mm
Control lever angle	
α	19.0~27.0 deg
A	12.4~17.8 mm
β	41.0~51.0 deg
B	12.1~16.1 mm
γ	— deg
C	— mm

■ LOAD TIMER ADJUSTMENT

1) Adjustment

① Fix the control lever in the position satisfying the following conditions.

Boost Pressure : — mmHg

Pump Speed : 1,250 rpm

Fuel Injection : 35.7±1 cc/1000st
Quantity

② With the control lever positioned as described in ① above, adjust the governor sleeve so that the Timer Stroke conforms to the specified values (page 1/2)

2) Confirmation of Timer Characteristics

Fix the control lever in the position satisfying the following conditions, and confirm the Timer Stroke.

Control lever position		Specified Values		
Pump speed (rpm)	Fuel Injection Quantity(cc/1000st)	Boost pressure (mmHg)	Timer stroke (mm)	Timer stroke reduction value (mm)
1,250	34.7~36.7	—	(3.1)	0.2~1.0
1,250	26.7~29.7	—	(2.3)	0.8~2.0



DIESEL KIKI CO., LTD.
3-6-7 SHIBUYA, SHIBUYA-KU, TOKYO 150, JAPAN
Service Department
Tel. (03) 400-1551 Fax: (03) 499-4115

INJ. PUMP CALIBRATION DATA

Distributor-type

TEST OIL:
I S O 4113 or
S A E J967d

ENGINE MODEL : 4D56T

Injection pump No: 104640-3390 [NP-VE4/10F2100RNP462]

BOSCH No. 9 460 610 236
DKKC No. 104740-3700
Date : 30.May.1987
Company : MITSUBISHI
No. MD106428

104740-3700

Pump rotation : clockwise-viewed from drive side

Pre-stroke : — mm

For Test Condition see
Microfiche No.WP-210(N16)

1. Setting		Pump speed (rpm)	Settings	Charge air press(mmHg)	Difference in delivery(cc)
1-1	Timing device travel	1,250	T=3.5~ 3.9 (mm)	540~560	
1-2	Supply pump pressure	1,250	4.5~ 5.1 (kg/cm ²)	540~560	
1-3	Full load delivery with charge air pressure	1,250	61.4~62.4 (cc/1,000st)	540~560	4.5
	Full load delivery with charge air pressure	750	60.4~61.4 (cc/1,000st)	320~340	
1-4	Idle speed regulation	375	6.5~ 9.5 (cc/1,000st)	0	2.0
1-5	Start	100	63.0~83.0 (cc/1,000st)	0	
1-6	Full-load speed regulation	2,650	22.2~28.2 (cc/1,000st)	540~560	5.5
1-7	Load-timer adjustment	1,250	T=0.6± 0.2 (mm)	540~560	
1-8					

2. Test Specifications

2-1 Timing device	N = rpm mm	500 0.6~ 1.8	750 1.4~ 2.6	1,250 3.3~ 4.1	2,100 6.6~ 7.8
2-2 Supply pump	N = rpm kg/cm ²	600 2.9~ 3.5	1,250 4.5~ 5.1	2,100 6.5~ 7.1	
2-3 Overflow delivery	N = rpm cc/10s	1,250 48.0~92.0			

2-4 Fuel injection quantities

Speed control lever position	Pump speed (rpm)	Fuel delivery (cc/1,000st)	Charge air press(mmHg)	Difference in delivery(cc)
Full speed position	1,250 600 750 2,100 2,650 3,050	60.9~62.9 45.8~50.8 59.9~61.9 52.8~57.8 20.2~30.2 Below 5.0	540~560 0 320~340 540~560 540~560 540~560	
Switch OFF	375	0	0	
Idling position	600 375	Below 3.0 6.0~10.0	0	

2-5
Solenoid
Max.cut-in voltage : 8 V
Test voltage : 12~14 V

3. Dimensions

K	3.2~3.4 mm
KF	5.7~5.9 mm
MS	0.9~1.1 mm
BCS	3.6~3.8 mm

Control lever angle

α	19.0~27.0 deg
A	10.5~16.0 mm

β	40.0~50.0 deg
B	12.1~16.1 mm

γ	— deg
C	— mm

○ Note

■ After adjustment of full load fuel injection quantity (1250 rpm) , set the boost pressure at 330 mmHg or 0.45 kg/cm², and at pump speed of 750 rpm adjust the fuel injection quantity using the BCS spring set screw.

■ To adjust the timer stroke,supply boost pressure of 550 mmHg (0.75 kg/cm²) , move the control lever to a position where the full-load injection quantity can be obtained, and then adjust the timer stroke.

■ LOAD TIMER ADJUSTMENT

1) Adjustment

① Fix the control lever in the position satisfying the following conditions.

Boost Pressure : 540~560 mmHg

Pump Speed : 1250 rpm

Fuel Injection Quantity : 50.3±0.5 cc/1000st

② With the control lever positioned as described in ① above, adjust the governor sleeve so that the Timer Stroke conforms to the specified values (Item 1 / 7)

2) Confirmation of Timer Characteristics

Fix the control lever in the position satisfying the following conditions, and confirm the Timer Stroke.

Control lever position		Specified Values		
Pump speed (rpm)	Fuel Injection Quantity(cc/1000st)	Boost pressure (mmHg)	Timer stroke (mm)	Timer stroke reduction value (mm)
1250	49.3~51.3	540~560	(3.1)	0.2~1.0
1250	38.7~41.7	540~560	(2.3)	0.8~2.0

INJ. PUMP CALIBRATION DATA
Distributor-type

 TEST OIL:
 I S O 4113 or
 S A E J967d

ENGINE MODEL : 4D56T

Injection pump No: 104640-3390 [NP-VE4/10F2100RNP462]

104740-3710

 BOSCH No.9 460 610 237
 DKKC No. 104740-3710
 Date : 30.May.1987
 Company : MITSUBISHI

No. MD106446

Pump rotation : clockwise-viewed from drive side

Pre-stroke : - mm

For Test Condition see
Microfiche No.WP-210(N16)

1. Setting		Pump speed (rpm)	Settings	Charge air press(mmHg)	Difference in delivery(cc)
1-1	Timing device travel	1,250	T=3.5~ 3.9 (mm)	540~560	
1-2	Supply pump pressure	1,250	4.5~ 5.1 (kg/cm ²)	540~560	
1-3	Full load delivery with charge air pressure	1,250	61.4~62.4 (cc/1,000st)	540~560	4.5
	Full load delivery with charge air pressure	750	60.4~61.4 (cc/1,000st)	320~340	
1-4	Idle speed regulation	375	6.5~ 9.5 (cc/1,000st)	0	2.0
1-5	Start	100	63.0~83.0 (cc/1,000st)	0	
1-6	Full-load speed regulation	2,650	22.2~28.2 (cc/1,000st)	540~560	5.5
1-7	Load-timer adjustment	1,250	T=0.6± 0.2 (mm)	540~560	
1-8					

2. Test Specifications

2-1 Timing device	N = rpm mm	500 0.6~ 1.8	750 1.4~ 2.6	1,250 3.3~ 4.1	2,100 6.6~ 7.8
2-2 Supply pump	N = rpm kg/cm ²	600 2.9~ 3.5	1,250 4.5~ 5.1	2,100 6.5~ 7.1	
2-3 Overflow delivery	N = rpm cc/10s	1,250 48.0~92.0			

2-4 Fuel injection quantities

Speed control lever position	Pump speed (rpm)	Fuel delivery (cc/1,000st)	Charge air press(mmHg)	Difference in delivery(cc)	
Full speed position	1,250 600 750 2,100 2,650 3,050	60.9~62.9 45.8~50.8 59.9~61.9 52.8~57.8 20.2~30.2 Below 5.0	540~560 0 320~340 540~560 540~560 540~560		
Switch OFF	375	0	0		
Idling position	600 375	Below 3.0 6.0~10.0	0 0		
2-5 Solenoid		Max.cut-in voltage : 8 V Test voltage : 12~14 V			

3. Dimensions

K	3.2~3.4 mm
KF	5.7~5.9 mm
MS	0.9~1.1 mm
BCS	3.6~3.8 mm
Control lever angle	
α	19.0~27.0 deg
A	10.5~16.0 mm
β	40.0~50.0 deg
B	12.1~16.1 mm
γ	— deg
C	— mm

○ Note

■ After adjustment of full load fuel injection quantity (1250 rpm) , set the boost pressure at 330 mmHg or 0.45 kg/cm², and at pump speed of 750 rpm adjust the fuel injection quantity using the BCS Spring set screw.

■ To adjust the timer stroke,supply boost pressure of 550 mmHg (0.75 kg/cm²) , move the control lever to a position where the full-load injection quantity can be obtained, and then adjust the timer stroke.

■ LOAD TIMER ADJUSTMENT

1) Adjustment

① Fix the control lever in the position satisfying the following conditions.

Boost Pressure : 540~560 mmHg

Pump Speed : 1250 rpm

Fuel Injection Quantity : 50.3±0.5 cc/1000st

② With the control lever positioned as described in ① above, adjust the governor sleeve so that the Timer Stroke conforms to the specified values (Item 1 / 7)

2) Confirmation of Timer Characteristics

Fix the control lever in the position satisfying the following conditions, and confirm the Timer Stroke.

Control lever position			Specified Values	
Pump speed (rpm)	Fuel Injection Quantity(cc/1000st)	Boost pressure (mmHg)	Timer stroke (mm)	Timer stroke reduction value (mm)
1250	49.3~51.3	540~560	(3.1)	0.2~1.0
1250	38.7~41.7	540~560	(2.3)	0.8~2.0

INJ. PUMP CALIBRATION DATA
Distributor-type

 TEST OIL:
 ISO 4113 or
 SAE J967d

ENGINE MODEL : 4D56T

Injection pump No: 104640-3400 (NP-VE4/10F2100RNP463)

Pump rotation: clockwise-viewed from drive side

Pre-stroke: - mm

 BOSCH No.9 460 610 238 1/3
 DKKC No. 104740-3720
 Date: 30.May.1987 0
 Company: MITSUBISHI
 No. MD106429

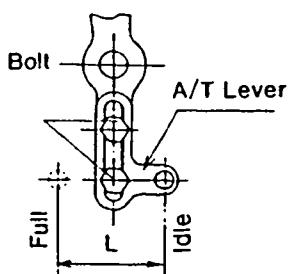
○ Note

■ After adjustment of full load fuel injection quantity (1250 rpm) , set the boost pressure at 330 mmHg or 0.45 kg/cm², and at pump speed of 750 rpm adjust the fuel injection quantity using the BCS spring set screw.

■ To adjust the timer stroke,supply boost pressure of 550 mmHg (0.75 kg/cm²) ,move the control lever to a position where the full-load injection quantity can be obtained, and then adjust the timer stroke.

■ A/T LINK LEVER ADJUSTMENT

- ① Move the control lever from the idling position to the full speed position and confirm that the A/T lever stroke (L) is 32.9 ± 1 mm.
- ② If dimension L is not as specified, loosen the bolt and adjust by altering the A/T lever position.
- ③ After adjustment, securely tighten the bolt.



1. Setting	Pump speed (rpm)	Settings	Charge air press(mmHg)	Difference in delivery(cc)
1-1 Timing device travel	1,250	T=3.5~ 3.9 (mm)	540~560	
1-2 Supply pump pressure	1,250	4.5~ 5.1 (kg/cm ²)	540~560	
1-3 Full load delivery with charge air pressure	1,250	61.4~62.4 (cc/1,000st)	540~560	4.5
Full load delivery with charge air pressure	750	60.4~61.4 (cc/1,000st)	320~340	
1-4 Idle speed regulation	375	6.5~ 9.5 (cc/1,000st)	0	2.0
1-5 Start	100	63.0~83.0 (cc/1,000st)	0	
1-6 Full-load speed regulation	2,650	22.2~28.2 (cc/1,000st)	540~560	5.5
1-7 Load-timer adjustment	1,250	T=0.6± 0.2 (mm)	540~560	
1-8				

2. Test Specifications

2-1 Timing device	N = rpm mm	500 0.6~ 1.8	750 1.4~ 2.6	1,250 3.3~ 4.1	2,100 6.6~ 7.8
2-2 Supply pump	N = rpm kg/cm ²	600 2.9~ 3.5	1,250 4.5~ 5.1	2,100 6.5~ 7.1	
2-3 Overflow delivery	N = rpm cc/10s	1,250 48.0~92.0			

2-4 Fuel injection quantities

Speed control lever position	Pump speed (rpm)	Fuel delivery (cc/1,000st)	Charge air press(mmHg)	Difference in delivery(cc)	
Full speed position	1,250	60.9~62.9	540~560		
	600	45.8~50.8	0		
	750	59.9~61.9	320~340		
	2,100	52.8~57.8	540~560		
	2,650	20.2~30.2	540~560		
	3,050	Below 5.0	540~560		
Switch OFF	375	0	0		
Idling position	600	Below 3.0	0		
	375	6.0~10.0	0		
2-5 Solenoid	Max.cut-in voltage : 8 V Test voltage : 12~14 V				

3. Dimensions

K	3.2~3.4 mm
KF	5.7~5.9 mm
MS	0.9~1.1 mm
BCS	3.6~3.8 mm
Control lever angle	
α	19.0~27.0 deg
A	10.5~16.0 mm
β	40.0~50.0 deg
B	12.1~16.1 mm
γ	— deg
C	— mm

■ LOAD TIMER ADJUSTMENT

1) Adjustment

① Fix the control lever in the position satisfying the following conditions.

Boost Pressure : 540~560 mmHg

Pump Speed : 1250 rpm

Fuel Injection Quantity : 50.3 ± 0.5 cc/1000st

② With the control lever positioned as described in ① above, adjust the governor sleeve so that the Timer Stroke conforms to the specified values (Item 1 / 7)

2) Confirmation of Timer Characteristics

Fix the control lever in the position satisfying the following conditions, and confirm the Timer Stroke.

Control lever position			Specified Values	
Pump speed (rpm)	Fuel Injection Quantity(cc/1000st)	Boost pressure (mmHg)	Timer stroke (mm)	Timer stroke reduction value (mm)
1250	49.3~51.3	540~560	(3.1)	0.2~1.0
1250	38.7~41.7	540~560	(2.3)	0.8~2.0

INJ. PUMP CALIBRATION DATA
Distributor-type

ENGINE MODEL : 4D56

TEST OIL:
ISO 4113 G7
SAE J967d

Injection pump No: 104640-3430 [NP-VE4/10F2000RNP515]

Pump rotation : clockwise-viewed from drive side

Pre-stroke : — mm

BOSCH No. 9 460 610 239
 DKKC No. 104740-3760
 Date : 30.May.1987 []
 Company : MITSUBISHI
 No. MD120184

104740-3760

1. Setting		Pump speed (rpm)	Settings	Charge air press(mmHg)	Difference in delivery(cc)
1-1	Timing device travel	1,250	T=3.5~ 3.9 (mm)		
1-2	Supply pump pressure	1,250	4.5~ 5.1 (kg/cm ²)		
1-3	Full load delivery without charge air pressure	1,250	45.3~46.3 (cc/1,000st)		3.0
	Full load delivery with charge air pressure		(cc/1,000st)		
1-4	Idle speed regulation	375	6.5~ 9.5 (cc/1,000st)		2.0
1-5	Start	100	63.0~83.0 (cc/1,000st)		
1-6	Full-load speed regulation	2,150	15.1~21.1 (cc/1,000st)		4.0
1-7	Load-timer Adjustment	1,250	T=0.4~ 0.8 (mm)		
1-8					

2. Test Specifications

2-1 Timing device	N = rpm mm	500 0.6~ 1.8	750 1.4~ 2.6	1,250 3.3~ 4.1	2,000 6.2~ 7.4
2-2 Supply pump	N = rpm kg/cm ²	600 2.9~ 3.5	1,250 4.5~ 5.1	2,000 6.3~ 6.9	
2-3 Overflow delivery	N = rpm cc/10s	1,250 48.0~92.0			
2-4 Fuel injection quantities					
Speed control lever position	Pump speed (rpm)	Fuel delivery (cc/1,000st)	Charge air press(mmHg)	Difference in delivery(cc)	
Full speed position	1,250 600 2,000 2,150 2,500	44.8~46.8 42.3~46.3 37.2~41.2 13.1~23.1 Below 5.0			
Switch OFF	375	0			
Idling position	375 600	6.0~10.0 Below 3.0			
2-5 Solenoid	Max.cut-in voltage : 8 V Test voltage : 12~14 V				

3. Dimensions		
K	3.2~3.4	mm
KF	5.7~5.9	mm
MS	1.1~1.3	mm
BCS	—	mm
Control lever angle		
α	55.0~63.0	deg
A	10.5~16.0	mm
β	39.0~49.0	deg
B	11.7~15.7	mm
γ	—	deg
C	—	mm

■ LOAD TIMER ADJUSTMENT

1) Adjustment

① Fix the control lever in the position satisfying the following conditions.

Boost Pressure : — mmHg

Pump Speed : 1250 rpm

Fuel Injection : 35.2~36.2cc/1000st
Quantity

② With the control lever positioned as described in ① above, adjust the governor sleeve so that the Timer Stroke conforms to the specified values (page 1 / 2)

2) Confirmation of Timer Characteristics

Fix the control lever in the position satisfying the following conditions, and confirm the Timer Stroke.

Control lever position			Specified Values	
Pump speed (rpm)	Fuel Injection Quantity(cc/1000st)	Boost pressure (mmHg)	Timer stroke (mm)	Timer stroke reduction value (mm)
1250	34.7~36.7	—	(3.1)	0.2~1.0
1250	26.7~29.7	—	(2.3)	0.8~2.0

INJ. PUMP CALIBRATION DATA
Distributor-type

 TEST OIL:
 ISO 4113 or
 SAE J967d

ENGINE MODEL : SD25

Injection pump No: 104640-4280 [NP-VE4/10F2100RNP152]

 BOSCH No.9 460 610 229
 DKKC No. 104740-4280
 Date : 30.May.1987
 Company : NISSAN DIESEL
 No. 16700 T8271

Pump rotation : clockwise-viewed from drive side

Pre-stroke : - mm

1. Setting		Pump speed (rpm)	Settings		Charge air press(mmHg)	Difference in delivery(cc)
1-1	Timing device travel	1,000	1.5~ 1.9	(mm)		
1-2	Supply pump pressure	1,000	4.0~ 4.6	(kg/cm ²)		
1-3	Full load delivery without charge air pressure	1,000	37.9~38.9	(cc/1,000st)		3.0
	Full load delivery with charge air pressure			(cc/1,000st)		
1-4	Idle speed regulation	300	4.5~ 8.5	(cc/1,000st)		2.0
1-5	Start	100	45.0~80.0	(cc/1,000st)		
1-6	Full-load speed regulation	2,250	11.7~17.7	(cc/1,000st)		
1-7						
1-8						

2. Test Specifications

2-1 Timing device	N = rpm mm	1,000 1.4~ 2.0	1,400 3.2~ 4.4	2,100 6.9~ 7.9	
2-2 Supply pump	N = rpm kg/cm ²	600 3.1~ 3.7	1,000 4.0~ 4.6	2,100 6.6~ 7.2	
2-3 Overflow delivery	N = rpm cc/10s	1,000 8.0~52.0			

2-4 Fuel injection quantities

Speed control lever position	Pump speed (rpm)	Fuel delivery (cc/1,000st)	Charge air press(mmHg)	Difference in delivery(cc)
Full speed position	1,000 600 2,100 2,250 2,350	37.4~39.4 31.2~35.2 32.9~37.1 11.2~18.2 Below 5.0		
Switch OFF	300	0		
Idling position	300 350	4.5~ 8.5 Below 3.0		
2-5 Solenoid	Max.cut-in voltage : 16 V Test voltage : 24~26 V			

3. Dimensions

K	3.2~3.4	mm
KF	5.7~5.9	mm
MS	1.1~1.3	mm
BCS	—	mm
Control lever angle		
α	21.0~29.0	deg
A	4.0~ 9.2	mm
β	37.0~47.0	deg
B	10.7~14.8	mm
γ	—	deg
C	—	mm

INJ. PUMP CALIBRATION DATA
Distributor-type

ENGINE MODEL : SD23

Injection pump No: 104640--4620 [NP-VE4/10F2150RNP328]

 BOSCH No.9 460 610 224
 DKKC No. 104740-4630
 Date : 30.May.1987
 Company : NISSAN DIESEL
 No. 16700 R8800

Pump rotation : clockwise-viewed from drive side

Pre-stroke : 0.18~0.22 mm

For Test Condition see
Microfiche No.WP-210(N16)

1. Setting	Pump speed (rpm)	Settings	Charge air press(mmHg)	Difference in delivery(cc)
1-1 Timing device travel	1,000	1.5~ 1.9 (mm)		
1-2 Supply pump pressure	1,000	4.0~ 4.6 (kg/cm ²)		
1-3 Full load delivery without charge air pressure	1,000	35.6~36.6 (cc/1,000st)		3.0
Full load delivery with charge air pressure		(cc/1,000st)		
1-4 Idle speed regulation	300	4.3~ 8.3 (cc/1,000st)		2.0
1-5 Start	100	45.0~80.0 (cc/1,000st)		
1-6 Full-load speed regulation	2,450	14.7~20.7 (cc/1,000st)		
1-7				
1-8				

2. Test Specifications

2-1 Timing device	N = rpm mm	1,000 1.4~ 2.0	1,400 2.6~ 3.8	2,150 5.6~ 6.8
2-2 Supply pump	N = rpm kg/cm ²	600 4.0~ 4.6	1,400 5.0~ 5.6	2,150 6.8~ 7.4
2-3 Overflow delivery	N = rpm cc/10s	1,000 8.0~52.0		

2-4 Fuel injection quantities

Speed control lever position	Pump speed (rpm)	Fuel delivery (cc/1,000st)	Charge air press(mmHg)	Difference in delivery(cc)
Full speed position	1,000 600 2,150 2,450 2,600	35.1~37.1 30.3~34.3 31.9~35.9 14.2~21.2 Below 5.0		
Switch OFF	300	0		
Idling position	300 350	4.3~ 8.3 Below 3.0		
2-5 Solenoid	Max.cut-in voltage : 8 V Test voltage : 12~14 V			

K	3.2~3.4	mm
KF	5.65~5.85	mm
MS	1.1~1.3	mm
BCS	—	mm
Control lever angle		
α	21.0~29.0	deg
A	4.0~ 9.2	mm
β	41.0~51.0	deg
B	12.1~16.1	mm
γ	—	deg
C	—	mm

INJ. PUMP CALIBRATION DATA

Distributor-type

ENGINE MODEL : SD23

TEST OIL:
I S O 4113 or
S A E J967d

Injection pump No: 104640-4760 [NP-VE4/10F2150RNP395]

Pump rotation : clockwise-viewed from drive side

Pre-stroke : 0.18~0.22 mm

BOSCH No. 9 460 610 220 1/3
 DKKC No. 104740-4760
 Date : 30.May.1987
 Company : NISSAN DIESEL
 No. 16700 23G02

104740-4760 2/3

1. Setting	Pump speed (rpm)	Settings	Charge air press(mmHg)	Difference in delivery(cc)
1-1 Timing device travel	1,000	1.5~ 1.9 (mm)		
1-2 Supply pump pressure	1,000	4.0~ 4.6 (kg/cm ²)		
1-3 Full load delivery without charge air pressure	1,000	35.6~36.6 (cc/1,000st)		3.0
Full load delivery with charge air pressure		(cc/1,000st)		
1-4 Idle speed regulation	300	4.3~ 8.3 (cc/1,000st)		2.0
1-5 Start	100	45.0~80.0 (cc/1,000st)		
1-6 Full-load speed regulation	2,335	9.1~15.1 (cc/1,000st)		
1-7				
1-8				

2. Test Specifications

2-1 Timing device	N = rpm mm	1,000 1.4~ 2.0	1,400 2.6~ 3.8	2,150 5.6~ 6.8
2-2 Supply pump	N = rpm kg/cm ²	1,000 4.0~ 4.6	1,400 5.0~ 5.6	2,150 6.8~ 7.4
2-3 Overflow delivery	N = rpm cc/10s	1,000 8.0~52.0		

2-4 Fuel injection quantities

Speed control lever position	Pump speed (rpm)	Fuel delivery (cc/1,000st)	Charge air press(mmHg)	Difference in delivery(cc)
Full speed position	1,000 600 2,050 2,335 2,500	35.1~37.1 30.3~34.3 32.3~36.3 8.6~15.6 Below 5.0		
Switch OFF	300	0		
Idling position	300 350	4.3~ 8.3 Below 3.0		
2-5 Solenoid	Max.cut-in voltage : 8 V Test voltage : 12~14 V			

■ W-CSD Adjustment

1) Timer Stroke Adjustment

1. Calculate the timer stroke from Fig. 2 according to the atmospheric temperature at the time of adjustment.

2. Adjust using the timer stroke adjusting screw so that the timer stroke is as calculated in Step 1.

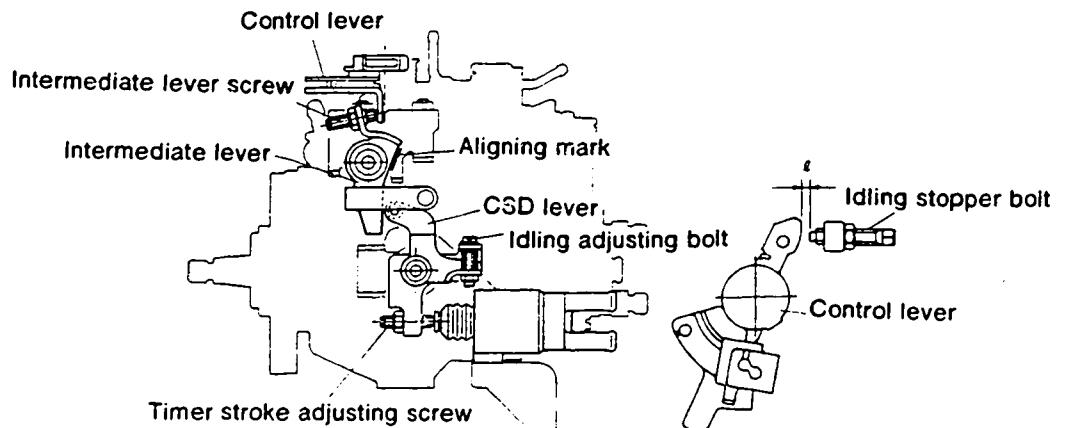


Fig. 1

2) Intermediate Lever Position Adjustment

1. Insert a block gauge (thickness gauge) of 1.9 ± 0.05 mm thickness between the control lever and the idling stopper bolt.
2. Align the intermediate lever with the aligning mark.
3. Adjust the intermediate lever set screw so that the control lever and the intermediate lever set screw are in contact, and then fix in position using the locknut.

3) CSD Lever Adjustment

1. Calculate the block gauge dimension $\ell \pm 0.05\text{mm}$ from Fig. 2 according to the atmospheric temperature at the time of adjustment.
2. Insert the block gauge (thickness gauge) between the control lever and the idling stopper bolt.
3. Using the idling bolt, adjust so that the CSD lever roller and the intermediate lever are in contact.

(Note)

1. The temperature of the wax must be below 30°C when adjusting.
2. When inserting a block gauge (thickness gauge) between the control lever (bracket) and the idling stopper bolt, use the idling adjusting bolt to separate the CSD lever and the intermediate lever so that no excessive force is exerted on them.

Formula for calculating Fig. 2

Formula for calculating timer stroke:

When $-10 \leq t(\text{°C}) \leq 20$: $T = -0.055t + 1.1$

When $20 \leq t(\text{°C}) \leq 40$: $T = -0.0333t + 0.66$

Formula for calculating control lever and idling stopper bolt gap:

When $-10 \leq t(\text{°C}) \leq 20$: $\ell = -0.0867t + 3.63$

When $20 \leq t(\text{°C}) \leq 40$: $\ell = -0.075t + 3.4$

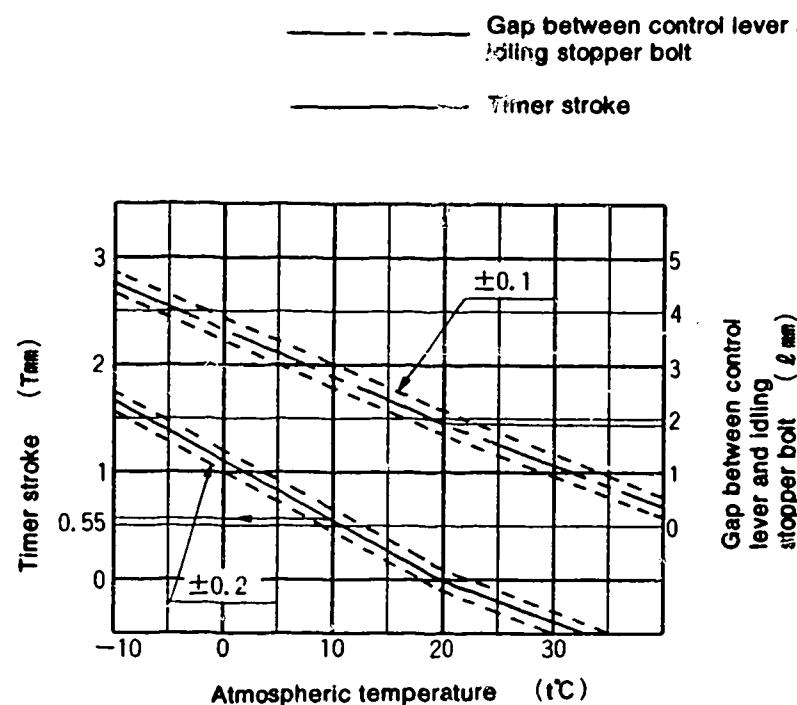


Fig. 2

INJ. PUMP CALIBRATION DATA
Distributor-type
TEST OIL:
 ISO 4113 cr
 SAE J967d

ENGINE MODEL : TD23
Injection pump No: 104640-9340 [NP-VE4/10F2150RNP510]
Pump rotation : clockwise-viewed from drive side
Pre-stroke : — mm

 BOSCH No. 9 460 610 240
 DKKC No. 104740-9340
 Date : 30.May.1987 [1]
 Company : NISSAN DIESEL
 No. 16700 02N14

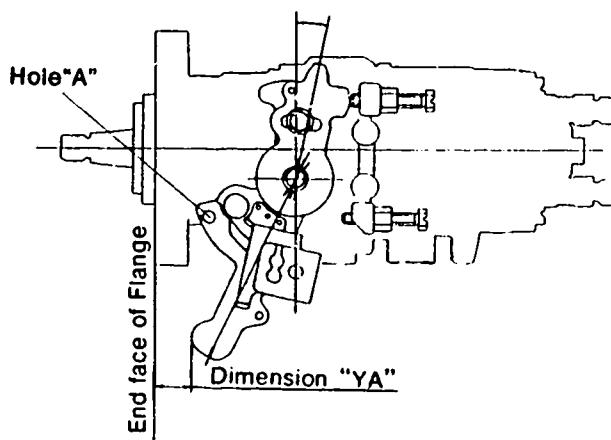
104740-9340

○ Note

- If there is no designation in the specifications for the Solenoid Timer's ON-OFF position, then the position should be regarded as OFF.

■ Control Lever Angle Measurement Position

- Measure the control lever angles (α, β, γ) at hole A.



1. Setting		Pump speed (rpm)	Settings		Charge air press(mmHg)	Difference in delivery(cc)
1-1	Timing device travel	1,700	4.4~ 4.8	(mm)		
1-2	Supply pump pressure	1,700	4.9~ 5.5	(kg/cm ²)		
1-3	Full load delivery without charge air pressure	1,100	44.1~45.1	(cc/1,000st)		3.0
	Full load delivery with charge air pressure			(cc/1,000st)		
1-4	Idle speed regulation	350	4.5~ 8.5	(cc/1,000st)		
1-5	Start	100	45.0~80.0	(cc/1,000st)		
1-6	Full-load speed regulation	2,350	28.3~32.3	(cc/1,000st)		2.0
1-7						
1-8						

2. Test Specifications		Solenoid timer	OFF		ON	
2-1	Timing device	N = rpm mm	1,100 2.0~ 3.0	1,700 4.3~ 4.9	2,550 0.4~ 7.4	1,700 5.5~ 7.4
2-2	Supply pump	N = rpm kg/cm ²	1,100 3.5~ 4.1	1,700 4.9~ 5.5	2,150 5.8~ 6.4	
2-3	Overflow delivery	N = rpm cc/10s	1,100 43.0~87.0	(Solenoid timer : ON)		

2-4 Fuel injection quantities

Speed control lever position	Pump speed (rpm)	Fuel delivery (cc/1,000st)	Charge air press(mmHg)	Difference in delivery(cc)
Full speed position	1,100	43.6~45.6		
	600	41.5~45.5		
	2,150	35.9~40.1		
	2,350	27.8~32.8		
	2,550	5.3~12.4		
	2,700	Below 5.0		
Switch OFF	350	0		
Idling position	350 450	4.5~ 8.5 Below 2.0		

 2-5
Solenoid
 Max.cut-in voltage : 8 V
 Test voltage : 12~14 V

3. Dimensions		
K	3.2~3.4	mm
KF	5.7~5.9	mm
MS	0.9~1.1	mm
BCS	—	mm
Control lever angle		
α	50.0~58.0	deg
YA	23.7~28.3	mm
β	37.0~47.0	deg
B	10.7~14.8	mm
γ	—	deg
C	—	mm

INJ. PUMP CALIBRATION DATA
Distributor-type

 TEST OIL:
 I S O 4113 or
 S A E J967d

ENGINE MODEL : TD23

 BOSCH No. 9 460 610 241
 DKKC No. 104740-9351
 Date : 30.May.1987 [2]
 Company : NISSAN DIESEL
 No. 16700 02N19

104740-9351

Injection pump No: 104640-9351 (NP-VE4/10F2150RNP511)

Pump rotation : clockwise-viewed from drive side

For Test Condition see
Microfiche No.WP-210(N16)

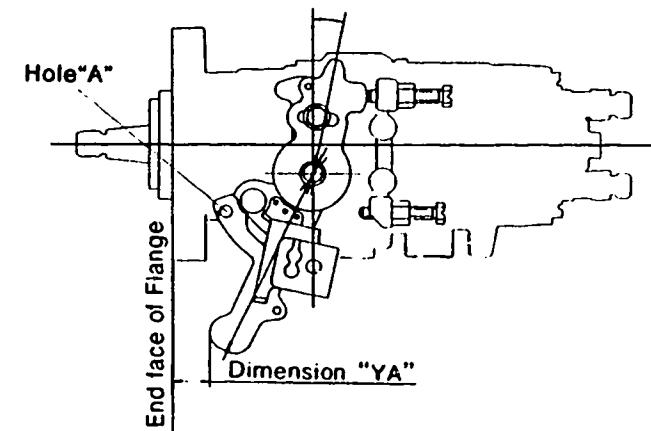
Pre-stroke : - mm

○ Note

■ If there is no designation in the specifications for the Solenoid Timer's ON-OFF position, then the position should be regarded as OFF.

■ Control Lever Angle Measurement Position

① Measure the control lever angles (α, β, γ) at hole A.



1. Setting		Pump speed (rpm)	Settings		Charge air press(mmHg)	Difference in delivery(cc)
1-1	Timing device travel	1,100	2.3~ 2.7	(mm)		
1-2	Supply pump pressure	1,100	3.5~ 4.1	(kg/cm ²)		
1-3	Full load delivery without charge air pressure	1,100	44.1~45.1	(cc/1,000st)		3.0
	Full load delivery with charge air pressure			(cc/1,000st)		
1-4	Idle speed regulation	350	4.5~ 8.5	(cc/1,000st)		2.0
1-5	Start	100	45.0~80.0	(cc/1,000st)		
1-6	Full-load speed regulation	2,350	28.3~32.3	(cc/1,000st)		
1-7						
1-8						

2. Test Specifications		Solenoid timer	OFF		ON	
2-1	Timing device	N = rpm mm	1,100 2.2~ 2.8	1,700 4.1~ 5.1	2,550 6.4~ 7.4	1,100 3.7~ 4.7
2-2	Supply pump	N = rpm kg/cm ²	1,100 3.5~ 4.1	1,700 4.9~ 5.5	2,150 5.8~ 6.4	
2-3	Overflow delivery	N = rpm cc/10s		1,100 43.0~87.0		

2-4 Fuel injection quantities						
Speed control lever position	Pump speed (rpm)	Fuel delivery (cc/1,000st)	Charge air press(mmHg)	Difference in delivery(cc)	3. Dimensions	
Full speed position	1,100	43.6~45.6			K	3.2~3.4 mm
	600	41.5~45.5			KF	5.7~5.9 mm
	2,150	35.9~40.1			MS	0.8~1.1 mm
	2,350	27.8~32.8			BCS	— mm
	2,550	5.3~12.4			Control lever angle	
	2,700	Below 5.0			α	50.0~58.0 deg
Switch OFF	350	0			γA	23.7~28.3 mm
Idling position	350	4.5~ 8.5			β	37.0~47.0 deg
	450	Below 2.0			B	10.7~14.8 mm
2-5	Max.cut-in voltage : 8 V		Test voltage : 12~14 V		γ	— deg
Solenoid					C	— mm

INJ. PUMP CALIBRATION DATA
Distributor-type

ENGINE MODEL : TD23

 TEST OIL:
 ISO 4113 or
 SAE J967d

Injection pump No: 104640-9371 (NP-VE4/10F2150RNP513)

104740-9371

 BOSCH No. 9 460 610 242
 DKKC No. 104740-9371
 Date : 30 May 1987 [2]
 Company : NISSAN DIESEL
 No. 16700 10T07

Pump rotation : clockwise-viewed from drive side

For Test Condition see
Microfiche No.WP-210(N16)

Pre-stroke : - mm

1. Setting		Pump speed (rpm)	Settings		Charge air press(mmHg)	Difference in delivery(cc)
1-1	Timing device travel	1,100	2.3~ 2.7	(mm)		
1-2	Supply pump pressure	1,100	3.5~ 4.1	(kg/cm ²)		
1-3	Full load delivery without charge air pressure	1,100	44.1~45.1	(cc/1,000st)		3.0
	Full load delivery with charge air pressure			(cc/1,000st)		
1-4	Idle speed regulation	350	4.5~ 8.5	(cc/1,000st)		2.0
1-5	Start	100	45.0~80.0	(cc/1,000st)		
1-6	Full-load speed regulation	2,350	28.3~32.3	(cc/1,000st)		
1-7						
1-8						

2. Test Specifications		Solenoid timer	OFF		ON
2-1	Timing device	N = rpm mm	1,100 2.2~ 2.8	1,700 4.1~ 5.1	2,550 6.4~ 7.4
2-2	Supply pump	N = rpm kg/cm ²	1,100 3.5~ 4.1	1,700 4.9~ 5.5	2,150 5.8~ 6.4
2-3	Overflow delivery	N = rpm cc/10s		1,100 43.0~87.0	

2-4 Fuel injection quantities

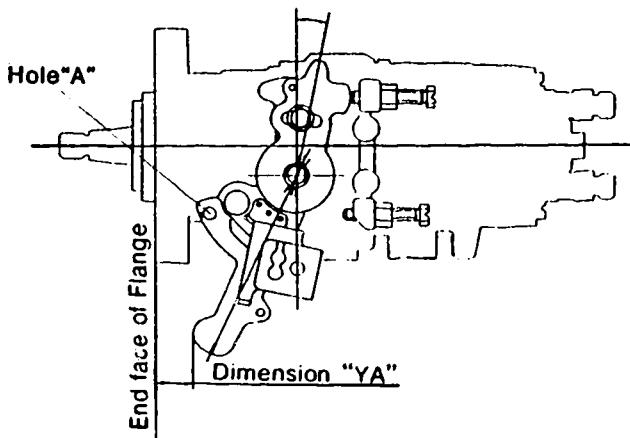
Speed control lever position	Pump speed (rpm)	Fuel delivery (cc/1,000st)	Charge air press(mmHg)	Difference in delivery(cc)
Full speed position	1,100	43.6~45.6		
	600	41.5~45.5		
	2,150	35.9~40.1		
	2,350	27.8~32.8		
	2,550	5.3~12.4		
	2,700	Below 5.0		
Switch OFF	350	0		
Idling position	350 450	4.5~ 8.5 Below 2.0		
2-5 Solenoid	Max.cut-in voltage : 8 V Test voltage : 12~14 V			

○ Note

■ If there is no designation in the specifications for the Solenoid Timer's ON-OFF position, then the position should be regarded as OFF.

■ Control Lever Angle Measurement Position

① Measure the control lever angles (α , β , γ) at hole A.



INJ. PUMP CALIBRATION DATA
Distributor-type

 TEST OIL:
 ISO 4113 or
 SAE J967d

ENGINE MODEL : TD23

Injection pump No: 104640-9540 [NP-VE4/10F2150RNP537]

 BOSCH No. 9 460 610 243 1/3
 DKKC No. 104740-9540
 Date : 30.May.1987 1
 Company : NISSAN DIESEL
 No. 16700 02N18

104740-9540 2/3

Pump rotation : clockwise-viewed from drive side

For Test Condition see
Microfiche No.WP-210(N16)

Pre-stroke : - mm

1. Setting		Pump speed (rpm)	Settings		Charge air press(mmHg)	Difference in delivery(cc)
1-1	Timing device travel	1,100	2.3~ 2.7	(mm)		
1-2	Supply pump pressure	1,100	3.5~ 4.1	(kg/cm ²)		
1-3	Full load delivery without charge air pressure	1,100	45.1~46.1	(cc/1,000st)		3.0
	Full load delivery with charge air pressure			(cc/1,000st)		
1-4	Idle speed regulation	350	4.5~ 8.5	(cc/1,000st)		2.0
1-5	Start	100	45.0~80.0	(cc/1,000st)		
1-6	Full-load speed regulation	2,350	28.3~32.3	(cc/1,000st)		
1-7						
1-8						

2. Test Specifications		Solenoid timer	OFF		ON
2-1	Timing device	N = rpm mm	1,100 2.2~ 2.8	1,700 4.1~ 5.1	2,550 6.4~ 7.4
2-2	Supply pump	N = rpm kg/cm ²	1,100 3.5~ 4.1	1,700 4.9~ 5.5	2,150 5.8~ 6.4
2-3	Overflow delivery	N = rpm cc/10s	1,100 43.0~87.0	(Solenoid timer : ON)	
2-4 Fuel injection quantities					
Speed control lever position	Pump speed (rpm)	Fuel delivery (cc/1,000st)	Charge air press(mmHg)	Difference in delivery(cc)	
Full speed position	1,100 600 2,150 2,350 2,550 2,700	44.6~46.6 42.1~46.1 36.9~41.1 27.8~32.8 5.3~12.4 Below 5.0			
Switch OFF	350	0			
Idling position	350 450	4.5~ 8.5 Below 2.0			
2-5 Solenoid	Max.cut-in voltage : 8 V Test voltage : 12~14 V				

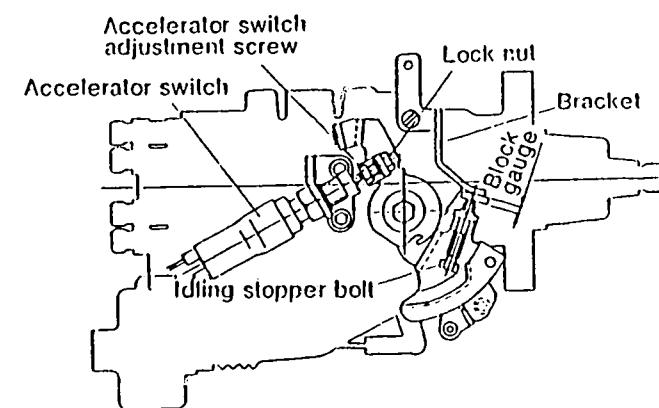
3. Dimensions		
K	3.2~3.4	mm
KF	5.7~5.9	mm
MS	0.9~1.1	mm
BCS	—	mm
Control lever angle		
α	50.0~58.0	deg
YA	23.7~28.3	mm
β	37.0~47.0	deg
B	10.7~14.8	mm
γ	—	deg
C	—	mm

○ Note

■ If there is no designation in the specifications Solenoid Timer ON-OFF position, then the position should be regarded OFF.

■ Accelerator Switch Adjustment

1. Insert a block gauge of 5.2 ± 0.13 mm thickness between the idling stopper bolt and control lever. (Control lever angle : $8^\circ \pm 2^\circ$)
2. Then, adjust the accelerator switch using the screw so that it is turned OFF .

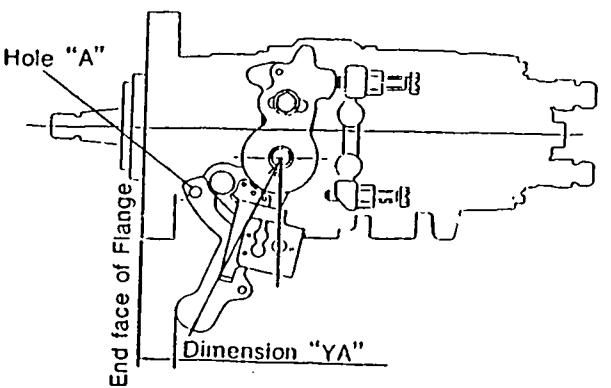


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104740-9540 3/3

■ Control Lever Angle Measurement Position

Measure the control lever angles (α , β , γ) at hole A.



INJ. PUMP CALIBRATION DATA

Distributor-type

TEST OIL:
ISO 4113 or
SAE J967d

ENGINE MODEL: RF

Injection pump No: 104648-0244 [NP-VE4/8F2325LNP351]

Pump rotation: Counter clockwise-viewed from drive side

Pre-stroke: — mm

BOSCH No. 9 460 610 193 1/5

DKKC No. 104748-0244

Date: 30.May.1987

Company: MAZDA

No. RF39 13 800D

104748-0244 2/5

For Test Condition see
Microfiche No.WP-210(N16)

1. Setting	Pump speed (rpm)	Settings		Charge air press(mmHg)	Difference in delivery(cc)
1-1 Timing device travel	1,375	4.0~4.4	(mm)		
1-2 Supply pump pressure	1,375	4.4~5.0	(kg/cm ²)		
1-3 Full load delivery without charge air pressure	1,375	35.4~36.4	(cc/1,000st)		2.5
Full load delivery with charge air pressure			(cc/1,000st)		
1-4 Idle speed regulation	410	7.0~9.0	(cc/1,000st)		
1-5 Start	100	Above 42.0	(cc/1,000st)		
1-6 Full-load speed regulation	2,600	10.8~14.8	(cc/1,000st)		
1-7 Load-timer adjustment	1,375	3.6±0.2	(mm)		
1-8					

2. Test Specifications

2-1 Timing device	N = rpm mm	1,375 3.9~4.5	1,800 6.1~7.3	2,325 7.2~8.4	
2-2 Supply pump	N = rpm kg/cm ²	600 2.2~2.8	1,375 4.4~5.0	2,325 6.9~7.5	
2-3 Overflow delivery	N = rpm cc/10s	1,375 46.3~90.3			
2-4 Fuel injection quantities					
Speed control lever position	Pump speed (rpm)	Fuel delivery (cc/1,000st)	Charge air press(mmHg)	Difference in delivery(cc)	
Full speed position	1,375 600 2,325 2,600 2,700	34.9~36.9 29.0~33.0 30.2~34.2 9.8~15.8 Below 6.0			
Switch OFF	410	0			
Idling position	410	6.0~10.0			
2-5 Solenoid	Max.cut-in voltage: 8 V Test voltage: 12~14 V				

■ LOAD TIMER ADJUSTMENT

1) Adjustment

① Fix the control lever in the position satisfying the following conditions.

Boost Pressure: — mmHg

Pump Speed: 1,375 rpm

Fuel Injection: 28.2±1 cc/1000st
Quantity

② With the control lever positioned as described in ① above, adjust the governor sleeve so that the Timer Stroke conforms to the specified values (page 1/5)

2) Confirmation of Timer Characteristics

Fix the control lever in the position satisfying the following conditions, and confirm the Timer Stroke.

Control lever position			Specified Values	
Pump speed (rpm)	Fuel Injection Quantity(cc/1000st)	Boost pressure (mmHg)	Timer stroke (mm)	Timer stroke reduction value (mm)
1,375	28.2±1.5	—	3.6±0.3	—
1,375	16.1±1.5	—	2.4±0.7	—

3. Dimensions

K	3.2~3.4	mm
KF	5.7~5.9	mm
MS	1.4~1.6	mm
BCS	—	mm

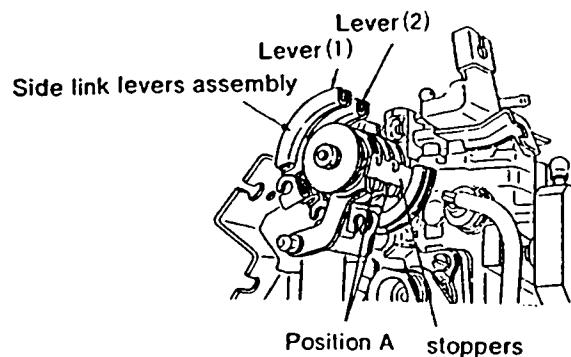
Control lever angle

α	16.0~24.0	deg
A	5.7~10.5	mm
β	40.0~50.0	deg
B	12.7~16.0	mm
γ	—	deg
C	—	mm

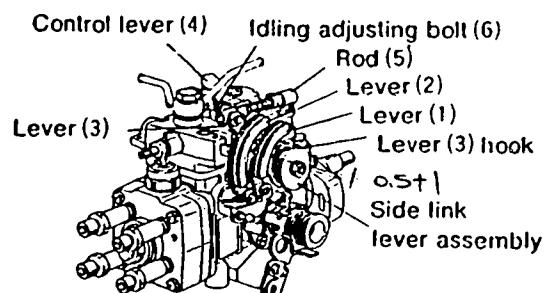
■ Side Link Lever Adjustment

1) Side link lever adjustment

1. Fix the control lever in the idling position.
2. Check that side link levers (1) and (2) contact the stoppers. (Portion A)

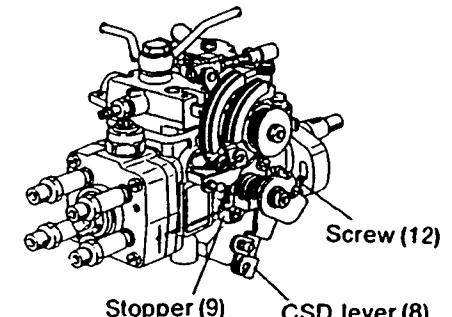
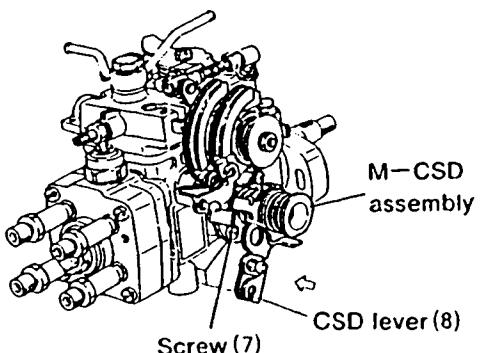


3. If control lever (4) and lever (3) are not connected by rod (5), connect them.
4. After connecting rod (5), adjust the length of rod (5) so that the gap at the hook of lever (3) and levers (1) and (2) is $0.5+1$ mm.



2) M-CSD adjustment

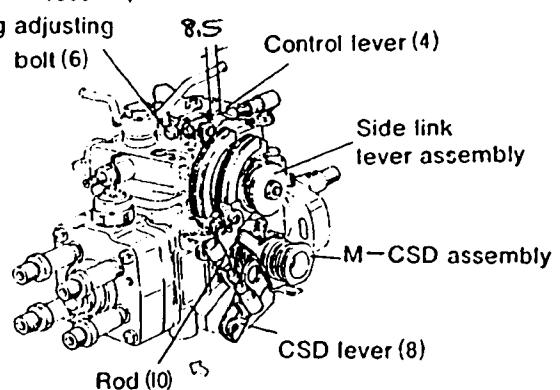
1. Turn the drive shaft two or three turns and set the measuring device at 0.
2. Move the CSD lever gently in the direction of the arrow (advance direction).
3. Fix the CSD lever in a position where the CSD lever shaft ball pin contacts the roller holder. (Move gently, and hold the CSD lever in the position where the resistance changes.)
4. Check that the measuring device is at the 0 point.
5. Adjust the adjusting screw (12) so that the gap between the CSD lever (8) and the stopper (9) is $0.5+2$ mm.
6. Turn the drive shaft two or three turns, check the position of the measuring device 0 point, and then recheck the gap between CSD lever (8) and stopper (9).



3) Fixing the CSD lever and side link lever connecting rod

1. Connect the side link lever assembly and CSD lever using rod (10).
2. Move the CSD lever through its full stroke (in the direction of the arrow).
3. Adjust the length of rod (10) so that the gap between control lever (4) and idling adjusting bolt (6) is 8.5 mm, and then fix in this position.

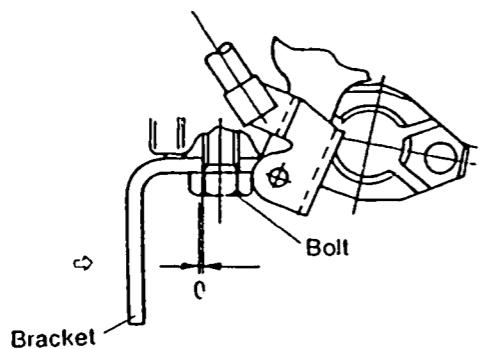
(Target engine speed: 1900 rpm)



104748-0244 5/5

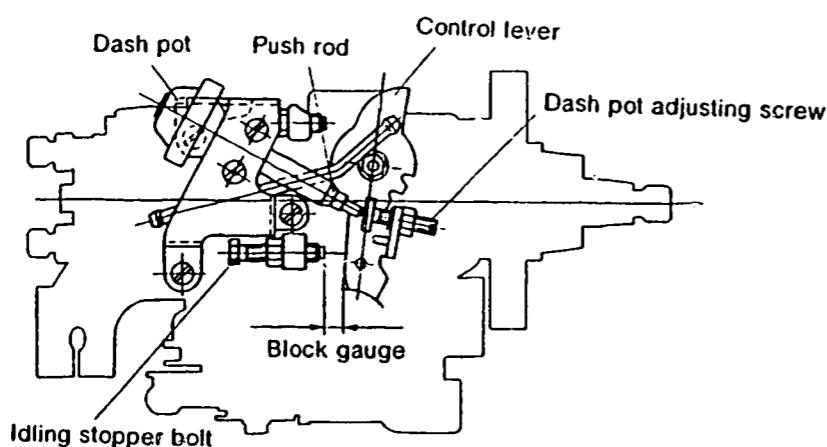
4) Fixing the engine installation bracket

1. Fix the bracket temporarily to the pump.
2. Move the bracket in the direction of the arrow until the clearance is 0.
3. Fix the bracket in position using the bolts.



■ DASH POT ADJUSTMENT

- ① Insert a block gauge (thickness gauge) of thickness 8.5 in the gap between the control lever and the idling stopper bolt. (control lever angle : 13°)
- ② With the control lever positioned as described in ① above, adjust the Dashpot adjusting screw so that the Dashpot adjusting screw and the push rod are in contact. Fix using the nut.



INJ. PUMP CALIBRATION DATA
Distributor-type

 TEST OIL:
 I S O 4113 or
 S A E J967d

ENGINE MODEL : CD17

Injection pump No: 104648-2170 [NP-VE4/8F2500LNP134]

 BOSCH No.9 460 610 244
 DKKC No. 104748-2340
 Date : 30.May.1987 1
 Company : NISSAN
 No. 16700 16A08

104748-2340

Pump rotation : Counter clockwise-viewed from drive side

For Test Condition see
Microfiche No.WP-210(N16)

Pre-stroke : - mm

1. Setting		Pump speed (rpm)	Settings		Charge air press(mmHg)	Difference in delivery(cc)
1-1	Timing device travel	1,200	1.8~2.4	(mm)		
1-2	Supply pump pressure	1,200	3.1~3.7	(kg/cm ²)		
1-3	Full load delivery without charge air pressure	1,200	29.5~30.5	(cc/1,000st)		2.5
	Full load delivery with charge air pressure			(cc/1,000st)		
1-4	Idle speed regulation	400	8.3~11.3	(cc/1,000st)		
1-5	Start	100	50.0~70.0	(cc/1,000st)		
1-6	Full-load speed regulation	2,700	11.9~17.9	(cc/1,000st)		
1-7						
1-8						

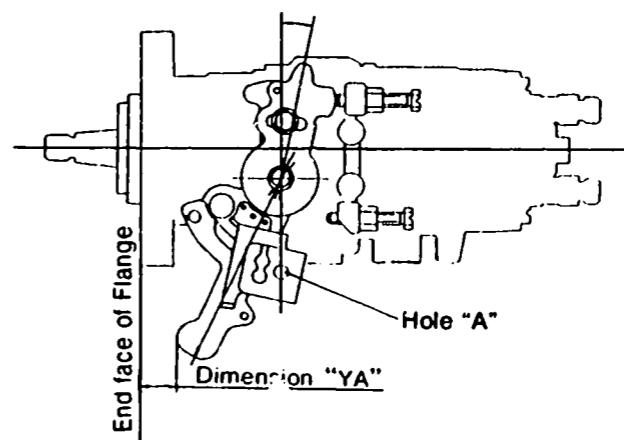
2. Test Specifications

2-1 Timing device	N = rpm mm	1,200 1.7~2.5	1,800 4.0~5.2	2,500 6.8~8.0		
2-2 Supply pump	N = rpm kg/cm ²	1,200 3.0~3.8	1,800 4.4~5.2	2,500 6.1~6.9		
2-3 Overflow delivery	N = rpm cc/10s	1,200 36.0~80.0				
2-4 Fuel injection quantities						
Speed control lever position	Pump speed (rpm)	Fuel delivery (cc/1,000st)	Charge air press(mmHg)	Difference in delivery(cc)		
Full speed position	1,200 600 2,500 2,700 2,900	29.0~31.0 24.8~28.8 26.7~30.7 11.4~16.4 Below 6.0				
Switch OFF	400	0				
Idling position	400 600	7.8~11.8 Below 3.0		2.5		
Partial load	700	13.3~20.0				
2-5 Solenoid	Max.cut-in voltage : 8 V Test voltage : 12~14 V					

■ Control Lever Angle Measurement Position

① Measure the control lever angles (α, β, γ) at hole A.

② Marking Positions

The control lever is marked (painted) at the positions shown below, depending on the value of control lever angle β .Position "a" $\Rightarrow \beta \leq 39.5^\circ$ (B=11.7mm)Position "b" $\Rightarrow 39.5^\circ < \beta \leq 42.5^\circ$ (B=13.0mm)Position "c" $\Rightarrow \beta > 42.5^\circ$ (B=13.0mm)

3. Dimensions

K	3.2~3.4	mm
KF	5.7~5.9	mm
MS	1.5~1.7	mm
BCS	—	mm

Control lever angle

α	1~1 deg
YA	15.4~18.1 mm
β	37.0~47.0 deg
B	10.7~14.8 mm

γ	10.5~11.5 deg
C	6.7~7.3 mm

INJ. PUMP CALIBRATION DATA

Distributor-type

TEST OIL:
ISO 4113 or
SAE J967d

ENGINE MODEL: PN

Injection pump No: 104649-0330 [NP-VE4/9F2350RNP355]

BOSCH No. 9 460 610 223 1/4
DKKC No. 104749-0293
Date: 30.May.1987
Company: MAZDA
No. PN13 13 800D

104749-0293 2/4

Pump rotation: clockwise-viewed from drive side

For Test Condition see
Microfiche No.WP-210(N16)

Pre-stroke: — mm

1. Setting		Pump speed (rpm)	Settings	Charge air press(mmHg)	Difference in delivery(cc)
1-1	Timing device travel	1,500	3.4~3.8 (mm)		
1-2	Supply pump pressure	1,500	4.4~5.0 (kg/cm ²)		
1-3	Full load delivery without charge air pressure	1,500	34.6~35.6 (cc/1,000st)		2.5
	Full load delivery with charge air pressure		(cc/1,000st)		
1-4	Idle speed regulation	410	5.0~7.0 (cc/1,000st)		2.0
1-5	Start	100	55.0~70.0 (cc/1,000st)		
1-6	Full-load speed regulation	2,635	6.0~10.0 (cc/1,000st)		
1-7	Load-timer adjustment	1,500	2.9±0.2 (mm)		
1-8					

2. Test Specifications

2-1 Timing device	N = rpm mm	1,000 0.6~1.8	1,500 3.3~3.9	2,350 7.1~8.3	
2-2 Supply pump	N = rpm kg/cm ²	1,000 3.0~3.6	1,500 4.4~5.0	2,350 6.8~7.4	
2-3 Overflow delivery	N = rpm cc/10s	1,500 53.0~97.0			
2-4 Fuel injection quantities					
Speed control lever position	Pump speed (rpm)	Fuel delivery (cc/1,000st)	Charge air press(mmHg)	Difference in delivery(cc)	
Full speed position	1,500 500 2,350 2,635 2,800	34.1~36.1 30.4~38.4 29.2~33.2 5.0~11.0 Below 3.0			
Switch OFF	410	0			
Idling position	410	5.0~9.0			
2-5 Solenoid		Max.cut-in voltage: 8 V Test voltage: 12~14 V			

3. Dimensions

K	3.2~3.4 mm
KF	5.7~5.9 mm
MS	1.4~1.6 mm
BCS	— mm
Control lever angle	
α	23.0~27.0 deg
A	34.5~37.5 mm
β	38.0~48.0 deg
B	11.9~15.2 mm
γ	— deg
C	— mm

■ LOAD TIMER ADJUSTMENT

1) Adjustment

① Fix the control lever in the position satisfying the following conditions.

Boost Pressure: — mmHg

Pump Speed: 1500 rpm

Fuel Injection: 31.2±1 cc/1000st
Quantity

② With the control lever positioned as described in ① above, adjust the governor sleeve so that the Timer Stroke conforms to the specified values (page 1/4)

2) Confirmation of Timer Characteristics

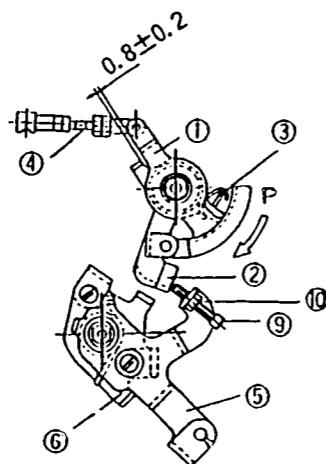
Fix the control lever in the position satisfying the following conditions, and confirm the Timer Stroke.

Control lever position			Specified Values	
Pump speed (rpm)	Fuel Injection Quantity(cc/1000st)	Boost pressure (mmHg)	Timer stroke (mm)	Timer stroke reduction value (mm)
1500	31±1.5	—	2.9±0.3	—
1500	22±1.5	—	(1.9)	—

■ Side link lever adjustment

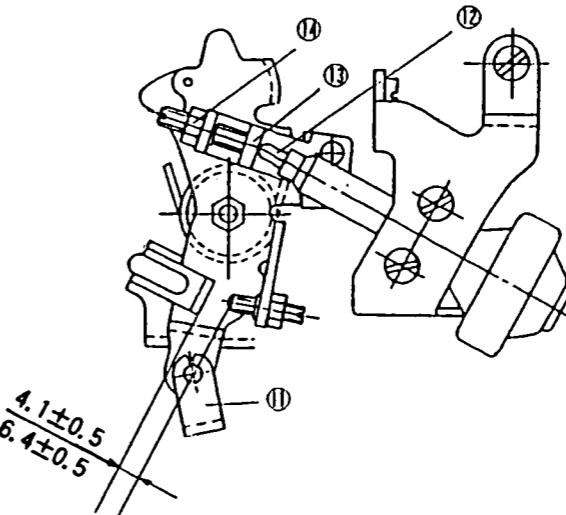
1) Side link lever adjustment

1. Fix the control lever in the idling position.
2. Confirm that the side link lever ② contact the stopper ③ through the springs action.
3. Rotate the side link lever ① gently in P direction so that the connecting rod ④ play is zero mm.
4. Adjust the length of rod ④ so that the gap at the levers ① and ② is 0.8 ± 0.2 mm.
5. Tighten the two nuts on rod ④.



3) M-CSD Adjustment

1. Move the CSD lever ⑤ through its full stroke.
2. Adjust the screw ⑨ so that the gap between the control lever ⑪ and idling adjusting bolt is 4.1 ± 0.5 mm, and then fix in the this position.



2) Fixing the M-CSD stopper

1. Fix the M-CSD assembly temporarily to the pump housing.
2. Turn the drive shaft at least two turns in the direction of pump rotation.
3. Turn the drive shaft slowly, and fix the drive shaft in a position where a load is applied (the point where the roller in the roller holder contacts the cam surface of the cam disk).
4. Move the CSD lever to the advance side.
5. Fix the CSD lever ⑤ in the position where the ball pin at the tip of the shaft lightly contacts the roller holder (roller holder advance angle "0").
6. Adjust using the adjusting screw ⑦ so that the gap between the CSD lever ⑤ and the stopper ⑥ is 0.5 ± 2 mm.
7. After adjust, tighten the nut ⑧ to the specified torque.

$T = 0.6$ to 0.9 kg.m

■ DASH POT ADJUSTMENT

- ① Insert a block gauge (thickness gauge) of thickness 6.4 ± 0.5 in the gap between the idling stopper bolt and the bracket. (control lever angle : 15.2°)
- ② With the control lever positioned as described in ① above, adjust the Dashpot adjusting screw ⑩ so that the Dashpot adjusting screw ⑪ and the push rod ⑫ are in contact. Fix using the nut.

INJ. PUMP CALIBRATION DATA

Distributor-type

TEST OIL:
I S O 4113 or
S A E J967d

ENGINE MODEL : PN

Injection pump No: 104649-0342 [NP-VE4/9F2350RNP540]

Pump rotation : clockwise-viewed from drive side

Pre-stroke : mm

BOSCH No. 9 460 610 245 1/4
DKKC No. 104749-0322
Date : 30.May.1987
Company : MAZDA
No. PN2213800B

104749-0322 2/4

1. Setting		Pump speed (rpm)	Settings		Charge air press(mmHg)	Difference in delivery(cc)
1-1	Timing device travel	1,500	3.7~4.1	(mm)		
1-2	Supply pump pressure	1,500	4.4~5.0	(kg/cm ²)		
1-3	Full load delivery without charge air pressure	1,500	35.6~36.6	(cc/1,000st)		2.5
	Full load delivery with charge air pressure			(cc/1,000st)		
1-4	Idle speed regulation	410	5.0~7.0	(cc/1,000st)		
1-5	Start	100	55.0~75.0	(cc/1,000st)		
1-6	Full-load speed regulation	2,635	6.0~10.0	(cc/1,000st)		
1-7	Load-timer Adjustment	1,500	3.2±0.2	(mm)		
1-8						

For Test Condition see
Microfiche No.WP-210(N16)

2. Test Specifications

2-1	Timing device	N = rpm/mm	1,000 1.0~2.2	1,500 3.6~4.2	2,350 7.1~8.3	
2-2	Supply pump	N = rpm/kg/cm ²	1,000 3.0~3.6	1,500 4.4~5.0	2,350 6.8~7.4	
2-3	Overflow delivery	N = rpm/cc/10s		1,500 53.0~97.0		
2-4	Fuel injection quantities					
Speed control lever position	Pump speed (rpm)	Fuel delivery (cc/1,000st)	Charge air press(mmHg)	Difference in delivery(cc)		
Full speed position	1,500 500 2,350 2,635 2,800	35.1~37.1 31.2~39.2 29.3~33.3 5.0~11.0 Below 3.0				
Switch OFF	410	0				
Idling position	410	5.0~7.0				
2-5	Solenoid	Max.cut-in voltage : 8 V Test voltage : 12~14 V				

3. Dimensions

K	3.2~3.4	mm
KF	5.7~5.9	mm
MS	1.4~1.6	mm
BCS	—	mm

Control lever angle

a	23.0°~27.0°	deg
A	34.5~7.5	mm
B	38.0°~48.0°	deg
B	11.9~15.2	mm
Y	—	deg
C	—	mm

■ LOAD TIMER ADJUSTMENT

1) Adjustment

① Fix the control lever in the position satisfying the following conditions.

Boost Pressure : — mmHg

Pump Speed : 1500 rpm

Fuel Injection Quantity : 32.2±1 cc/1000st

② With the control lever positioned as described in ① above, adjust the governor sleeve so that the Timer Stroke conforms to the specified values (page 1 / 4)

2) Confirmation of Timer Characteristics

Fix the control lever in the position satisfying the following conditions, and confirm the Timer Stroke.

Control lever position			Specified Values	
Pump speed (rpm)	Fuel Injection Quantity(cc/1000st)	Boost pressure (mmHg)	Timer stroke (mm)	Timer stroke reduction value (mm)
1500	32.2±1.5	—	3.2±0.3	—
1500	23.1±1.5	—	(2.2)	—

■ Side Link Lever Adjustment

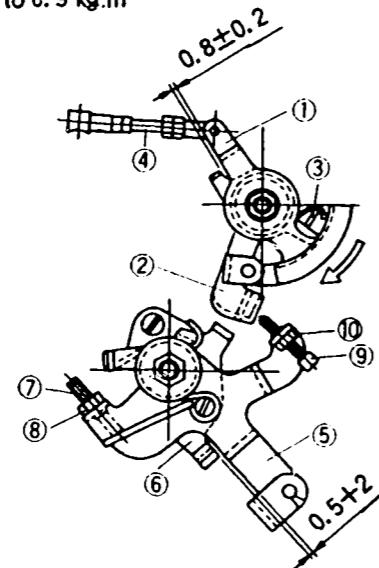
1) Side Link Lever Adjustment

1. Fix the control lever in the idling position.
2. Move the side link lever ② so that it contacts the stopper ③.
3. Rotate the side link lever ① gently in the direction of P so that the connecting rod ④ play is 0 mm.
4. Adjust the length of rod ④ so that the gap between the levers ① and ② is 0.8 ± 0.2 mm.
5. Tighten the two nuts on rod ④.

2) Fixing the M-CSD Stopper

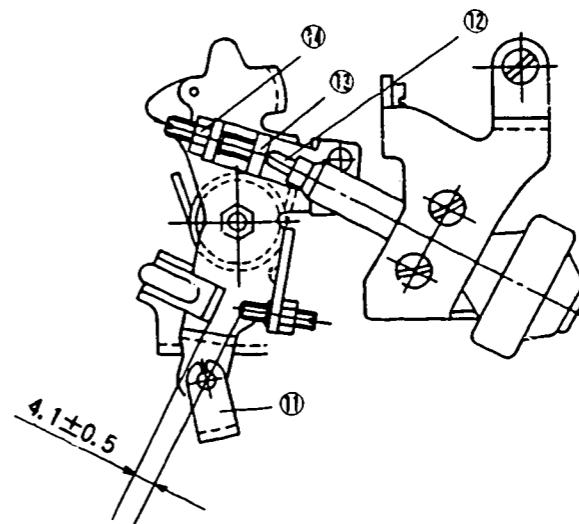
1. Fix the M-CSD assembly to the pump housing.
2. Turn the drive shaft at least two turns in the direction of pump rotation.
3. Turn the drive shaft slowly, and fix the drive shaft in a position where a load is applied (the point where the roller in the roller holder contacts the cam surface of the cam disk).
4. Move the CSD lever to the advance side.
5. Fix the CSD lever in the position where the ball pin at the tip of the shaft lightly contacts the roller holder (roller holder advance angle "0").
6. Adjust using the adjusting screw ⑦ so that the gap between the CSD lever ⑤ and the stopper ⑥ is 0.5 ± 2 mm.
7. After adjustment, tighten the nut ⑧ to the specified torque.

Tightening torque : 0.6 to 0.9 kg.m



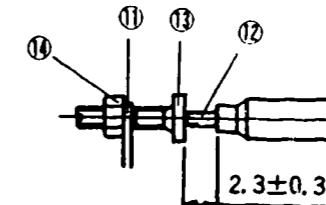
3) M-CSD Adjustment

1. Move the M-CSD lever ⑤ through its full stroke.
2. Adjust the screw ⑨ so that the gap between the control lever ⑪ and the idling adjusting bolt is 4.1 ± 0.5 mm, and then fix the screw ⑨ in this position.



■ DASHPOT ADJUSTMENT.

1. Fix the control lever ⑪ in the idling position.
2. Adjust the screw ⑬ so that the pushrod ⑫ protrudes 2.3 ± 0.3 mm.



INJ. PUMP CALIBRATION DATA

Distributor-type

TEST OIL:
ISO 4113 or
SAE J967d

ENGINE MODEL : PN

Injection pump No: 104649-0380 [NP-VE4/9F2350RNP355]

BOSCH No.9 460 610 246 1/4
DKKC No. 104749-0332
Date : 30.May.1987
Company : MAZDA
No. PN23 13 800B

104749-0332 2/4

Pump rotation : clockwise-viewed from drive side

Pre-stroke : — mm

For Test Condition see
Microfiche No.WP-210(N16)

1. Setting	Pump speed (rpm)	Settings		Charge air press(mmHg)	Difference in delivery(cc)
1-1 Timing device travel	1,500	3.7~ 4.1	(mm)		
1-2 Supply pump pressure	1,500	4.4~ 5.0	(kg/cm ²)		
1-3 Full load delivery without charge air pressure	1,500	35.6~36.6	(cc/1,000st)		2.5
Full load delivery with charge air pressure			(cc/1,000st)		
1-4 Idle speed regulation	410	5.0~ 7.0	(cc/1,000st)		2.0
1-5 Start	100	55.0~70.0	(cc/1,000st)		
1-6 Full-load speed regulation	2,635	6.0~10.0	(cc/1,000st)		
1-7 Load-timer adjustment	1,500	3.2± 0.2	(mm)		
1-8					

2. Test Specifications

2-1 Timing device	N = rpm mm	1,000 1.0~ 2.2	1,500 3.6~ 4.2	2,350 7.1~ 8.3
2-2 Supply pump	N = rpm kg/cm ²	1,000 3.0~ 3.6	1,500 4.4~ 5.0	2,350 6.8~ 7.4
2-3 Overflow delivery	N = rpm cc/10s		1,500 53.0~97.0	

2-4 Fuel injection quantities

Speed control lever position	Pump speed (rpm)	Fuel delivery (cc/1,000st)	Charge air press(mmHg)	Difference in delivery(cc)	3. Dimensions
Full speed position	1,500	35.1~37.1			K 3.2~3.4 mm
	500	31.2~39.2			KF 5.7~5.9 mm
	2,350	29.3~33.3			MS 1.4~1.6 mm
	2,635	5.0~11.0			BCS — mm
	2,800	Below 3.0			
Switch OFF	410	0			
Idling position	410	5.0~ 7.0			
2-5 Solenoid	Max.cut-in voltage : 8 V Test voltage : 12~14 V				

■ Side Link Lever Adjustment

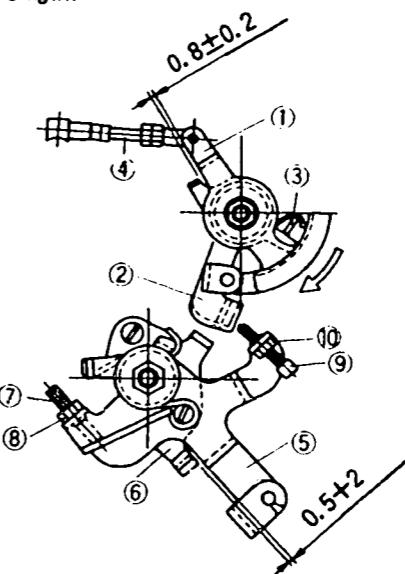
1) Side Link Lever Adjustment

1. Fix the control lever in the idling position.
2. Move the side link lever ② so that it contacts the stopper ③.
3. Rotate the side link lever ① gently in the direction of P so that the connecting rod ④ play is 0 mm.
4. Adjust the length of rod ④ so that the gap between the levers ① and ② is 0.8 ± 0.2 mm.
5. Tighten the two nuts on rod ④.

2) Fixing the M-CSD Stopper

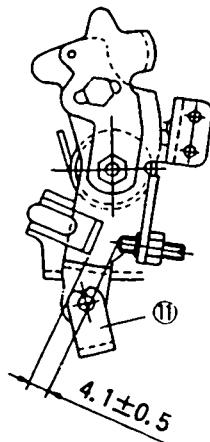
1. Fix the M-CSD assembly temporarily to the pump housing.
2. Turn the drive shaft at least two turns in the direction of pump rotation.
3. Turn the drive shaft slowly, and fix the drive shaft in a position where a load is applied (the point where the roller in the roller holder contacts the cam surface of the cam disk).
4. Move the CSD lever to the advance side.
5. Fix the CSD lever in the position where the ball pin at the tip of the shaft lightly contacts the roller holder (roller holder advance angle "0").
6. Adjust using the adjusting screw ⑦ so that the gap between the CSD lever ⑤ and the stopper ⑥ is 0.5 ± 2 mm.
7. After adjustment, tighten the nut ⑧ to the specified torque.

Tightening torque : 0.6 to 0.9 kg.m



3) M-CSD Adjustment

1. Move the M-CSD lever ⑤ through its full stroke .
2. Adjust the screw ⑨ so that the gap between the control lever ⑪ and the idling adjusting bolt is 4.1 ± 0.5 mm, and then fix the screw ⑨ in this position.



■ LOAD TIMER ADJUSTMENT

1) Adjustment

- ① Fix the control lever in the position satisfying the following conditions.

Boost Pressure : — mmHg

Pump Speed : 1500 rpm

Fuel Injection : 32.2 ± 1 cc/1000st
Quantity

- ② With the control lever positioned as described in ① above, adjust the governor sleeve so that the Timer Stroke conforms to the specified values (page 1 / 4)

2) Confirmation of Timer Characteristics

Fix the control lever in the position satisfying the following conditions, and confirm the Timer Stroke.

Control lever position			Specified Values	
Pump speed (rpm)	Fuel Injection Quantity(cc/1000st)	Boost pressure (mmHg)	Timer stroke (mm)	Timer stroke reduction value (mm)
1500	32.2 ± 1.5	—	3.2 ± 0.3	—
1500	23.1 ± 1.5	—	(2.2)	—

INJ. PUMP CALIBRATION DATA
Distributor-type
TEST OIL:
 ISO 4113 or
 SAE J967d

ENGINE MODEL : C223
Injection pump No: 104649-1151 (NP-VE4/9F2175LNP72)
BOSCH No.9 460 610 221
DKKC No. 104749-1131
Date : 30.May.1987
[1]
Company : ISUZU
No. 8942415623
Pump rotation : Counter clockwise-viewed from drive side
**For Test Condition see
Microfiche No.WP-210(N16)**
Pre-stroke : — mm

1. Setting		Pump speed (rpm)	Settings	Charge air press(mmHg)	Difference in delivery(cc)
1-1	Timing device travel	1,500	3.8~ 4.2 (mm)		
1-2	Supply pump pressure	1,500	5.2~ 5.6 (kg/cm ²)		
1-3	Full load delivery without charge air pressure	1,500	37.9~38.9 (cc/1,000st)		3.0
	Full load delivery with charge air pressure		(cc/1,000st)		
1-4	Idle speed regulation	350	5.5~ 9.5 (cc/1,000st)		2.0
1-5	Start	100	Above 63.0 (cc/1,000st)		
1-6	Full-load speed regulation	2,440	10.4~16.4 (cc/1,000st)		
1-7					
1-8					

2. Test Specifications

2-1 Timing device	N = rpm mm	1,000 1.4~ 2.6	1,500 3.7~ 4.3	2,175 6.1~ 7.0
2-2 Supply pump	N = rpm kg/cm ²	1,000 3.8~ 4.4	1,500 5.2~ 5.6	2,175 6.6~ 7.2
2-3 Overflow delivery	N = rpm cc/10s	1,000 52.0~95.0		

2-4 Fuel injection quantities

Speed control lever position	Pump speed (rpm)	Fuel delivery (cc/1,000st)	Charge air press(mmHg)	Difference in delivery(cc)
Full speed position	1,500	37.4~39.4		
	600	28.4~32.4		
	2,175	33.3~37.5		
	2,440	10.4~16.4		
	2,550	Below 6.0		
Switch OFF	350	0		
Idling position	350 450	5.5~ 9.5 Below 3.0		
2-5 Solenoid	Max.cut-in voltage : 8 V Test voltage : 12~14 V			

3. Dimensions

K	3.2~3.4 mm
KF	5.7~5.9 mm
MS	1.7~1.9 mm
BCS	— mm

Control lever angle

α	21.0~29.0 deg
A	— mm
β	36.5~46.5 deg
B	— mm
γ	— deg
C	— mm

INJ. PUMP CALIBRATION DATA
Distributor-type

 TEST OIL:
 ISO 4113 or
 SAE J987d

ENGINE MODEL : LD20(XP)

Injection pump No: 104649-2191 (NP-VE4/9F2500RNP359)

Pump rotation : clockwise-viewed from drive side

Pre-stroke : — mm

BOSCH No. 9 460 610 249 1/6

DKC No. 104749-2191

Date : 30.May.1987

Company : NISSAN

No. 16700 05E21

104749-2191 2/6

</div

■ W-CSD Adjustment

1) Timer Stroke Adjustment (adjust to the thick line)

1. Calculate the timer stroke from Fig. 2 according to the atmospheric temperature at the time of adjustment.
2. Adjust using the timer stroke adjusting screw so that the timer stroke is as calculated in Step 1.

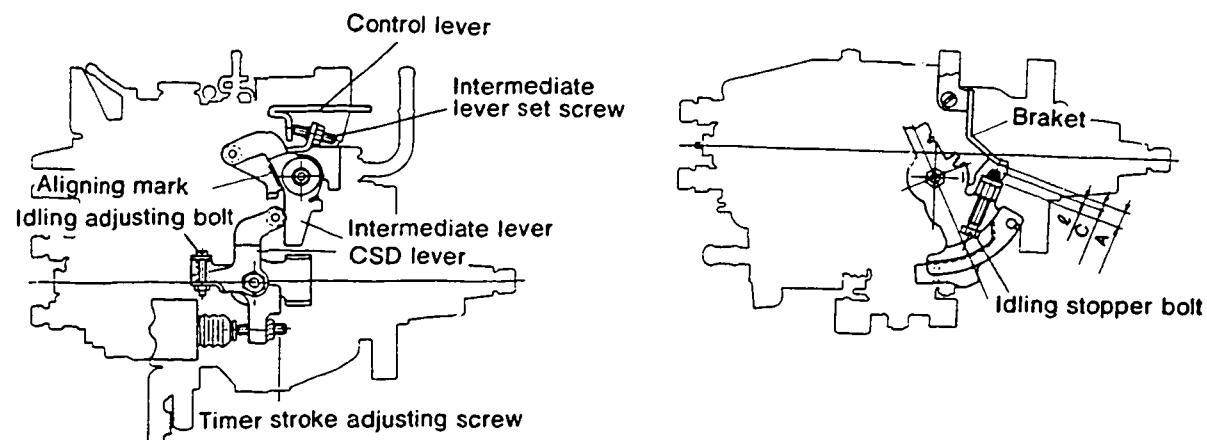


Fig. 1

2) Intermediate Lever Position Adjustment

1. Insert a block gauge (thickness gauge) of 0.25 ± 0.05 mm thickness between the bracket and the idling stopper bolt.
2. Align the intermediate lever with the aligning mark.
3. Adjust the intermediate lever set screw so that the control lever and the intermediate lever set screw are in contact, and then fix in position using the locknut.

3) CSD Lever Adjustment (adjust to the thick line)

1. Calculate the block gauge dimension $l \pm 0.05$ mm from Fig. 2 according to the atmospheric temperature at the time of adjustment.
2. Insert the block gauge (thickness gauge) selected in Step (1) above between the bracket and the idling stopper bolt.
4. Using the idling bolt, adjust so that the CSD lever roller and the intermediate lever are in contact.

4) Final Adjustment

After completing the adjustment, screw the timer stroke adjusting screw two turns clockwise.
(Move from the temporary adjustment chart to the final adjustment chart.)

* This W-CSD's timer stroke operations are effective at atmospheric temperatures of 27°C or above.
Therefore, to make adjustment at normal temperatures possible, after adjusting to the substitute characteristics, tighten the timer stroke adjusting screw two turns.

(Note)

1. The temperature of the wax must be below 30°C when adjusting.
2. When inserting a block gauge (thickness gauge) between the control lever (bracket) and the idling stopper bolt, use the idling adjusting bolt to separate the CSD lever and the intermediate lever so that no excessive force is exerted on them.

Formula for calculating Fig. 2

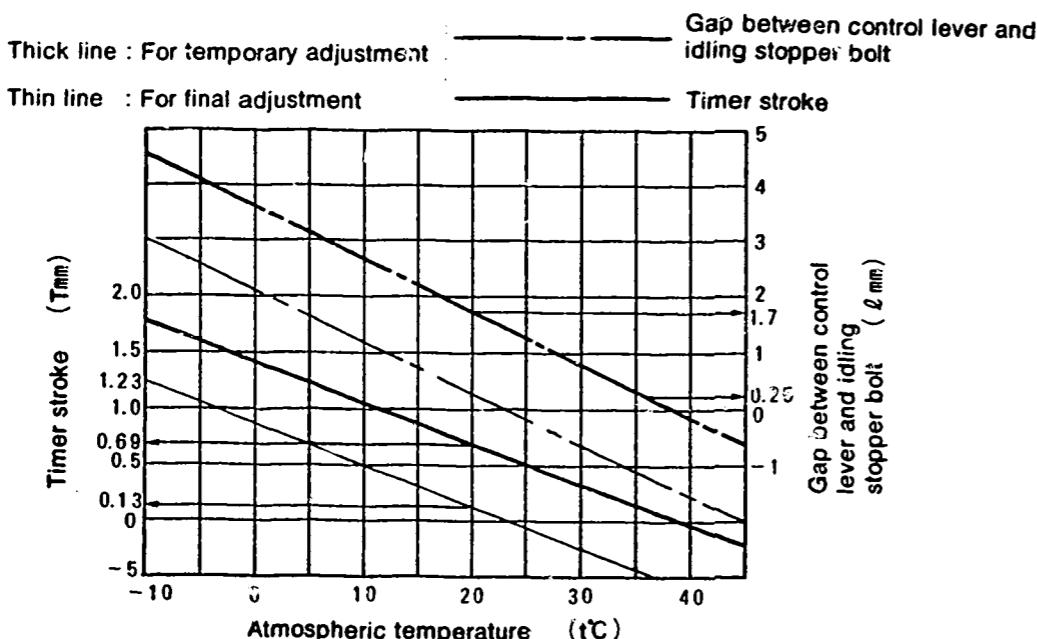
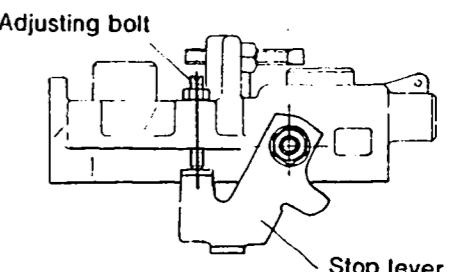
Formula for calculating timer stroke: $T = -0.0367t + 1.424$ Formula for calculating control lever and idling stopper bolt gap: $l = -0.095t + 3.6$ 

Fig. 2

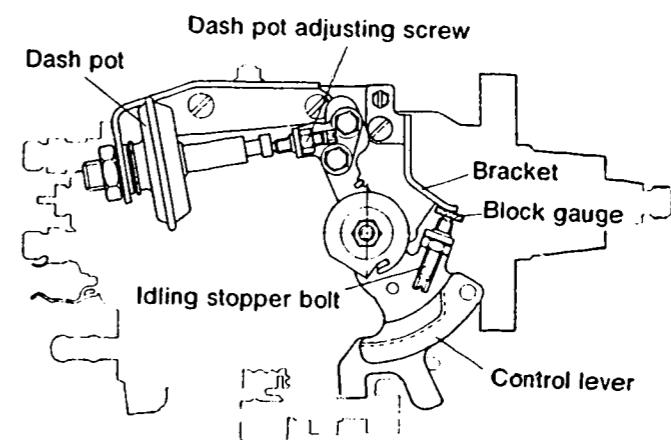
■ Starting Injection Quantity Adjustment

Adjust the starting injection quantity (item 1 / 5) using the adjusting bolt (as shown in the figure at right).



■ DASH POT ADJUSTMENT

- ① Insert a block gauge (thickness gauge) of thickness 3.8 ± 0.05 mm in the gap between the idling stopper bolt and the bracket.
- ② With the control lever positioned as described in ① above, adjust the dashpot adjusting screw so that the dashpot adjusting screw and the push rod are in contact. Fix the screw using the nut.



INJ. PUMP CALIBRATION DATA
Distributor-type

 TEST OIL:
 100 4113 or
 SAE J967d

ENGINE MODEL: 4D65T

Injection pump No: 104649-3021 [NP-VE4/9F2250RNP280]

 BOSCH No. 9 460 610 197 1/5
 DKKC No. 104749-3031
 Date: 30.May.1987 0
 Company: MITSUBISHI
 No. MD110299

104749-3031 2/5

Pump rotation: clockwise-viewed from drive side

For Test Condition see
Microfiche No.WP-210(N16)

Pre-stroke: — mm

1. Setting	Pump speed (rpm)	Settings	Charge air press(mmHg)	Difference in delivery(cc)
1-1 Timing device travel	1,250	T=3.9~4.3 (mm)	580~600	
1-2 Supply pump pressure	1,250	4.5~5.1 (kg/cm ²)	580~600	
1-3 Full load delivery with charge air pressure	1,250	46.3~47.3 (cc/1,000st)	580~600	3.0
Full load delivery with charge air pressure	750	40.2~41.2 (cc/1,000st)	240~260	3.5
1-4 Idle speed regulation	400	5.0~8.0 (cc/1,000st)	0	2.0
1-5 Start	100	43.0~63.0 (cc/1,000st)	0	
1-6 Full-load speed regulation	2,750	3.5~9.5 (cc/1,000st)	0	
1-7 Load-timer adjustment	1,250	T=0.6±0.2 (mm)		
1-8				

2. Test Specifications

2-1 Timing device	N = rpm mm	600 0.7~1.9	1,250 3.7~4.5	2,250 7.8~8.6
2-2 Supply pump	N = rpm kg/cm ²	600 2.9~3.5	1,250 4.5~5.1	2,250 6.8~7.4
2-3 Overflow delivery	N = rpm cc/10s	1,250 48.0~92.0		
2-4 Fuel injection quantities				
Speed control lever position	Pump speed (rpm)	Fuel delivery (cc/1,000st)	Charge air press(mmHg)	Difference in delivery(cc)
Full speed position	1,250 750 600 2,250 2,750 3,000	45.8~47.8 39.7~41.7 32.7~37.7 38.2~43.2 1.5~11.5 Below 3.0	580~600 240~260 0 580~600 0 0	
Switch OFF	400	0		
Idling position	600 400	Below 2.0 4.5~8.5	0	
2-5 Solenoid		Max.cut-in voltage: 8 V Test voltage: 12~14 V		

3. Dimensions	
K	3.2~3.4 mm
KF	5.7~5.9 mm
MS	0.9~1.1 mm
BCS	3.5~3.7 mm
Control lever angle	
α	55.0~63.0 deg
A	10.5~16.0 mm
β	38.0~44.0 deg
B	11.5~14.1 mm
γ	— deg
C	— mm

■ LOAD TIMER ADJUSTMENT

1) Adjustment

① Fix the control lever in the position satisfying the following conditions.

Boost Pressure: — mmHg

Pump Speed: 1250 rpm

Fuel Injection: 33.2±1 cc/1000st

Quantity

② With the control lever positioned as described in ① above, adjust the governor sleeve so that the Timer Stroke conforms to the specified values (page 1/5)

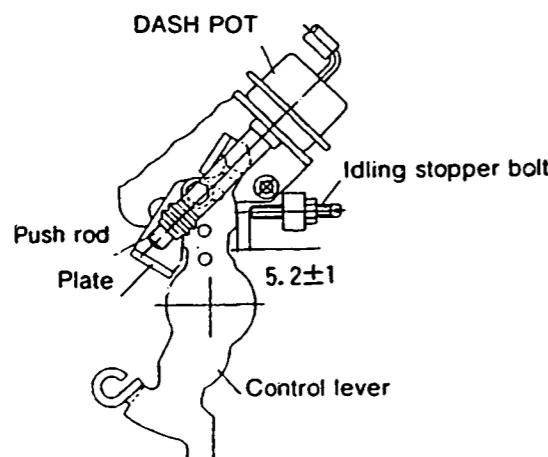
2) Confirmation of Timer Characteristics

Fix the control lever in the position satisfying the following conditions, and confirm the Timer Stroke.

Control lever position		Specified Values		
Pump speed (rpm)	Fuel Injection Quantity(cc/1000st)	Boost pressure (mmHg)	Timer stroke (mm)	Timer stroke reduction value (mm)
1250	32.2~34.2	—	(3.5)	0.2~1.0
1250	24.2~26.2	—	(2.3~3.5)	(1.2)

■ DASH POT ADJUSTMENT

- ① Insert a block gauge (thickness gauge) of thickness 5.2 ± 1 in the gap between the control lever and the idling stopper bolt. (control lever angle : $6^\circ \sim 10^\circ$)
- ② With the control lever positioned as described in ① above, adjust the plate position so that the control lever plate and the dash pot push rod are in contact.



○ Note

- ① At a pump speed of 1250 rpm and boost pressure of 590 mmHg, adjust the Full Load injection quantity after confirming the boost compensator stopper's full stroke.
- ② At a pump speed of 750 rpm and boost pressure of 250 mmHg, adjust the full load fuel injection quantity (40.2 ~ 41.2 cc/1000st) using the BCS spring set screw.

■ W-CSD ADJUSTMENT

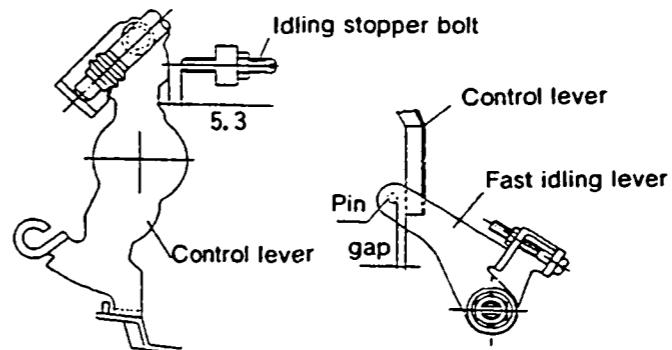


Fig. 1

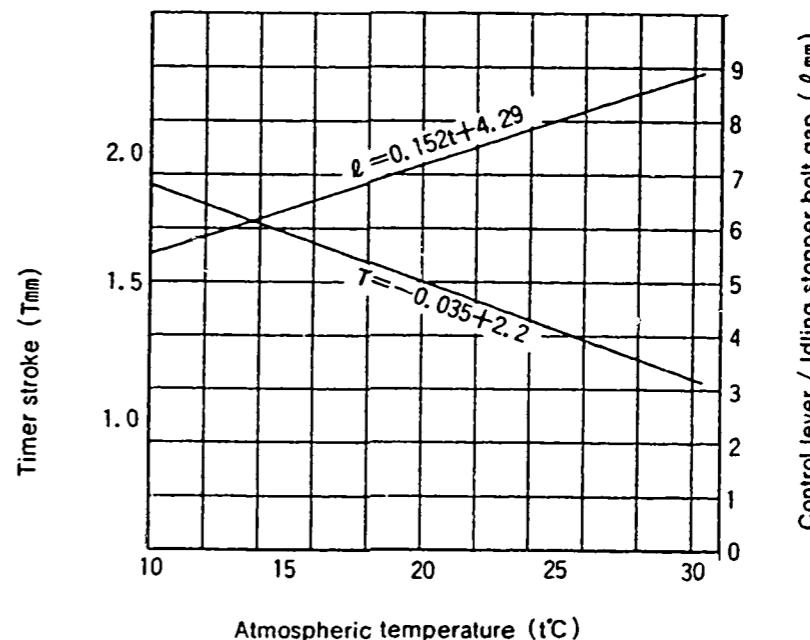


Fig. 2

1) Timer Stroke Adjustment (Refer to Fig 1.2)

- ① Using the graph (Fig 2) , determine the Timer Stroke according to the atmospheric temperature at the time of adjustment.
- ② Adjust using the Timer Stroke adjusting bolt so that the Timer Stroke corresponds to the value determined in note ① above.

2) Fast Idle Adjustment (Refer to Fig 1.2)

- ① Insert a block gauge of 5.3 ± 0.05 mm thickness in the gap between the control lever and the idling stopper bolt.

- ② From Fig 2 determine the dimension of the gap between the idling lever pin and the control lever according to the atmospheric temperature at the time of adjustment.
- ③ Adjust using the fast idle adjusting screw so that the gap corresponds to the value determined in note 2) ② above.

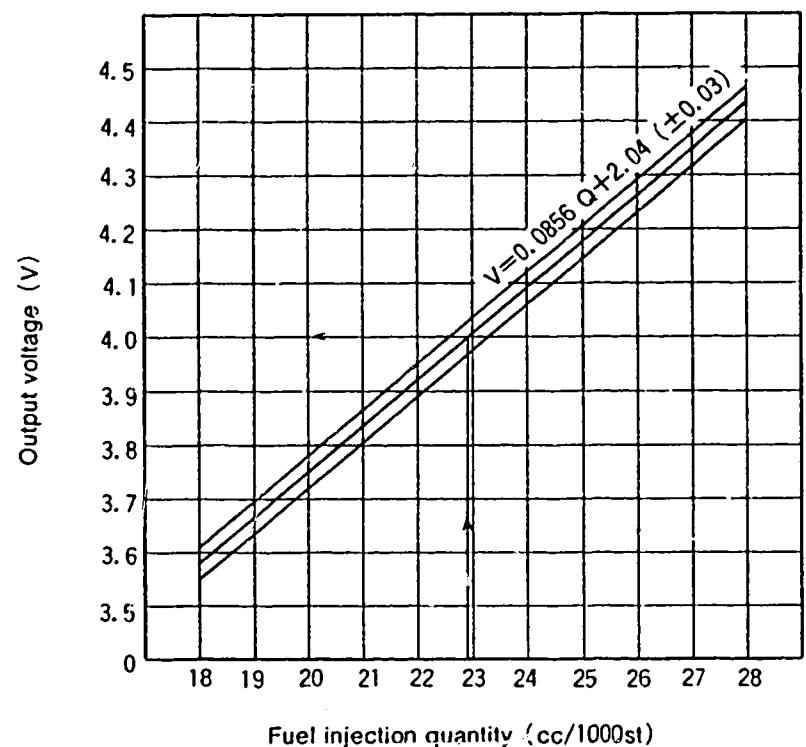
■ POTENTIOMETER ADJUSTMENT

Under the following conditions, after potentiometer installation position so that the out-put voltage equale the specified value.

Adjustment Conditions			Specified Value	Remarks
Control lever position	Pump speed (rpm)	Fuel Injection Quantity(cc/1000st)	Adjustment Value Out-put voltage (V)	
(Approx 19°)	1000	22.9	4±0.03	Adjusting point
Idle	—	—	0.8±0.7	Check point
Full speed	—	—	7.7±1.2	Check point

(In-Put Voltage: 10V)

* A control lever position of approximately 19°, means that a block gauge of 12.1 mm thickness is inserted between the control lever and the idling stopper bolt.



INJ. PUMP CALIBRATION DATA
Distributor-type
TEST OIL:
 ISO 4113 or
 SAE J967d
ENGINE MODEL : 4D65T

Injection pump No: 104649-3040 [NP-VE4/9F2250RNP336]

Pump rotation: Counter clockwise-viewed from drive side

Pre-stroke: — mm

 BOSCH No.9 460 610 219 1/5
 DKKC No. 104749-3050
 Date : 30.May.1987
 Company : MITSUBISHI
 No. MD092628

104749-3050 2/5

Note:

① At a pump speed of 1250rpm and boost pressure of 590mmHg, adjust the full load injection quantity after confirming the boost compensator stopper's full stroke.

② At a pump speed of 750rpm and boost pressure of 250mmHg, adjust the full load fuel injection quantity (40.2~41.2cc/100st) using the boost compensator spring set screw.

○ LOAD TIMER ADJUSTMENT

1) Adjustment

① Fix the control lever in the position satisfying the following conditions.

Boost Pressure : 0 mmHg

Pump Speed : 1250 rpm

Fuel Injection : 33.2±1 cc/1000st

Quantity

1. Setting		Pump speed (rpm)	Settings	Charge air press(mmHg)	Difference in delivery(cc)
1-1	Timing device travel	1,250	T=3.9~4.3 (mm)	580~600	
1-2	Supply pump pressure	1,250	4.5~5.1 (kg/cm ²)	580~600	
1-3	Full load delivery with charge air pressure	1,250	43.3~44.3 (cc/1,000st)	580~600	3.5
	Full load delivery with charge air pressure	750	40.2~41.2 (cc/1,000st)	240~260	3.0
1-4	Idle speed regulation	400	5.0~8.0 (cc/1,000st)	0	2.0
1-5	Start	100	43.0~63.0 (cc/1,000st)	0	
1-6	Full-load speed regulation	2,750	3.5~9.5 (cc/1,000st)	0	
1-7	Load-timer adjustment	1,250	T=0.6±0.2 (mm)	0	
1-8					

2. Test Specifications

2-1 Timing device	N = rpm mm	600 0.7~1.9	1,250 3.7~4.5	2,250 7.8~8.6
2-2 Supply pump	N = rpm kg/cm ²	600 2.9~3.5	1,250 4.5~5.1	2,250 6.8~7.4
2-3 Overflow delivery	N = rpm cc/10s	1,250 48.0~92.0		

2-4 Fuel injection quantities

Speed control lever position	Pump speed (rpm)	Fuel delivery (cc/1,000st)	Charge air press(mmHg)	Difference in delivery(cc)
Full speed position	1,250	42.8~44.8	580~600	
	750	39.7~41.7	240~260	
	600	31.7~36.7	0	
	2,250	35.2~40.2	580~600	
	2,750	1.5~11.5	0	
	3,000	Below 3.0	0	
Switch OFF	400	0	0	
Idling position	600	Below 2.0	0	
	400	4.5~8.5	0	
2-5 Solenoid	Max.cut-in voltage : 8 V Test voltage : 12~14 V			

3. Dimensions

K	3.2~3.4 mm
KF	5.7~5.9 mm
MS	0.9~1.1 mm
BCS	2.8~3.0 mm

Control lever angle

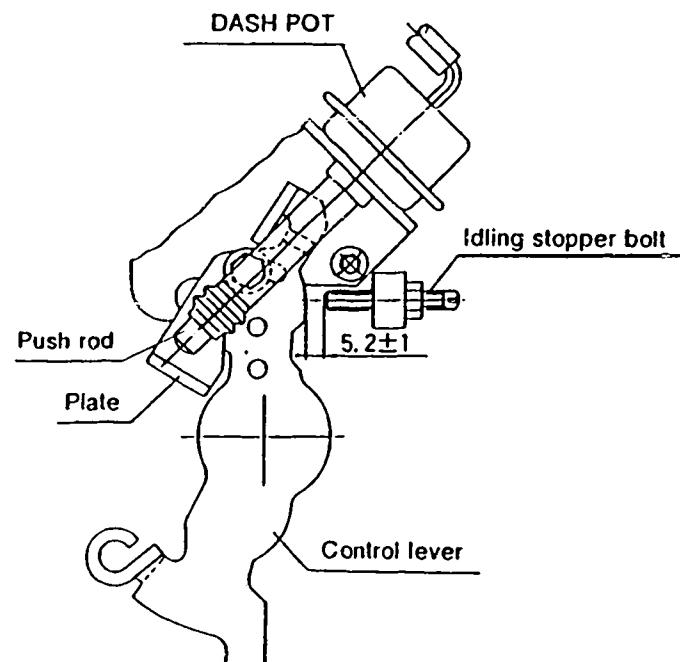
α	55.0~63.0 deg
A	10.5~16.0 mm
β	36.0~46.0 deg
B	10.9~14.8 mm

γ	— deg
C	— mm

Control lever position			Specified Values	
Pump speed (rpm)	Fuel Injection Quantity(cc/1000st)	Boost pressure (mmHg)	Timer stroke (mm)	Timer stroke reduction value (mm)
1250	32.2~34.2	0	(3.5)	0.2~1.0
1250	24.2~26.2	0	(2.3~3.5)	(1.2)

○ DASH POT ADJUSTMENT

- ① Insert a block gauge (thickness gauge) of thickness 5.2 ± 1 in the gap between the control lever and the idling stopper bolt. (control lever angle : $8^\circ \pm 2^\circ$)
- ② With the control lever positioned as described in ① above, adjust the plate position so that the control lever plate and the dash pot push rod are in contact.



○ W-CSD ADJUSTMENT

- 1) Timer Stroke Adjustment (Refer to Fig 1.2)
 - ① Using the graph (Fig 2), determine the Timer stroke according to the atmospheric temperature at the time of adjustment.
 - ② Adjust using the Timer Stroke adjusting bolt so that the Timer Stroke corresponds to the value determined in note ① above.
- 2) Fast Idle Adjustment (Refer to Fig 1.2)
 - ① Insert a block gauge of 5.3 ± 0.05 mm thickness in the gap between the control lever and the idling stopper bolt.
 - ② From Fig 2 determine the dimension of the gap between the idling lever pin and the control lever according to the atmospheric temperature at the time of adjustment.
 - ③ Adjust using the fast idle adjusting screw so that the gap corresponds to the value determined in note 2) ② above.

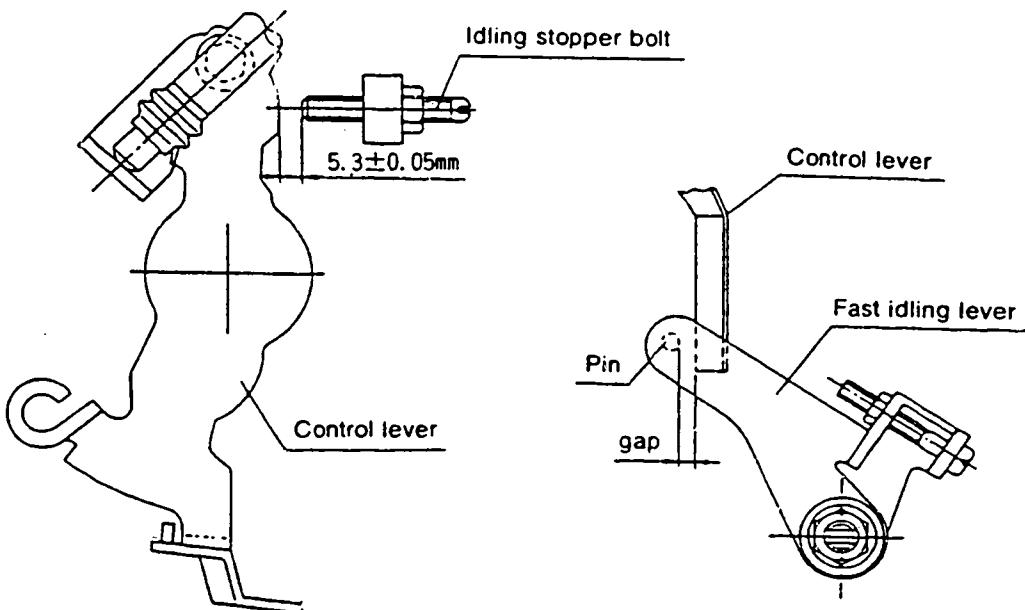


Fig 1

F - 6

104749-3050 5/5

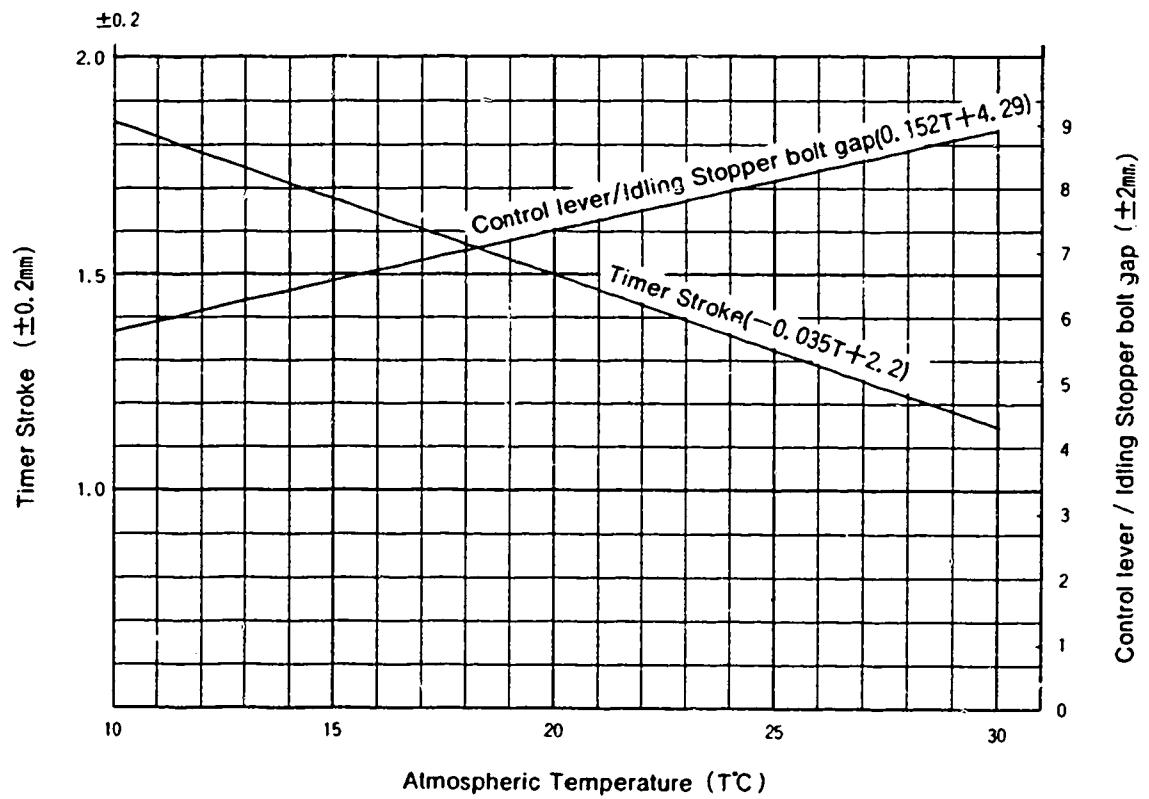


Fig 2

INJ. PUMP CALIBRATION DATA

Distributor-type

ENGINE MODEL : 4D65

TEST OIL:
ISO 4113 or
SAE J967d

Injection pump No: 104649-3050 [NP-VE4/9F2250RNP421]

Pump rotation : clockwise-viewed from drive side

Pre-stroke : — mm

1. Setting		Pump speed (rpm)	Settings		Charge air press(mmHg)	Difference in delivery(cc)
1-1	Timing device travel	1,250	T=4.6~ 5.0	(mm)		
1-2	Supply pump pressure	1,250	4.5~ 6.1	(kg/cm ²)		
1-3	Full load delivery without charge air pressure	1,250	37.2~38.2	(cc/1,000st)		3.0
	Full load delivery with charge air pressure			(cc/1,000st)		
1-4	Idle speed regulation	375	5.0~ 8.0	(cc/1,000st)		2.0
1-5	Start	100	43.0~63.0	(cc/1,000st)		
1-6	Full-load speed regulation	2,750	7.6~13.6	(cc/1,000st)		2.0
1-7	Load-timer adjustment	1,250	T=0.5± 0.2	(mm)		
1-8						

2. Test Specifications		Solenoid timer	OFF		ON	
2-1	Timing device	N = rpm mm	400 0.5~ 1.7	600 1.5~ 2.7	1,250 4.4~ 5.2	1,750 6.3~ 7.5
2-2	Supply pump	N = rpm kg/cm ²	600 2.9~ 3.5	1,250 4.5~ 5.1	2,250 6.8~ 7.4	
2-3	Overflow delivery	N = rpm cc/10s	1,250 48.0~92.0			
2-4	Fuel injection quantities					
Speed control lever position	Pump speed (rpm)	Fuel delivery (cc/1,000st)	Charge air press(mmHg)	Difference in delivery(cc)		
Full speed position	1,250 600 750 1,750 2,250 2,750 3,000	36.7~38.7 31.7~35.7 32.2~36.2 35.7~39.7 33.2~37.2 5.6~15.6 Below 3.0				
Switch OFF	375	0				
Idling position	600 375	Below 3.0 4.5~ 8.5				
2-5	Solenoid	Max.cut-in voltage : 8 V Test voltage : 12~14 V				

BOSCH No. 9 460 610 225 1/5
DKK No. 104749-3060
Date : 30.May.1987 0
Company : MITSUBISHI
No. MD104233

104749-3060 2/5

■ LOAD TIMER ADJUSTMENT

1) Adjustment

① Fix the control lever in the position satisfying the following conditions.

Boost Pressure : 0 mmHg

Pump Speed : 1250 rpm

Fuel Injection Quantity

② With the control lever positioned as described in ① above, adjust the governor sleeve so that the Timer Stroke conforms to the specified values (item 1 / 7)

2) Confirmation of Timer Characteristics

Fix the control lever in the position satisfying the following conditions, and confirm the Timer Stroke.

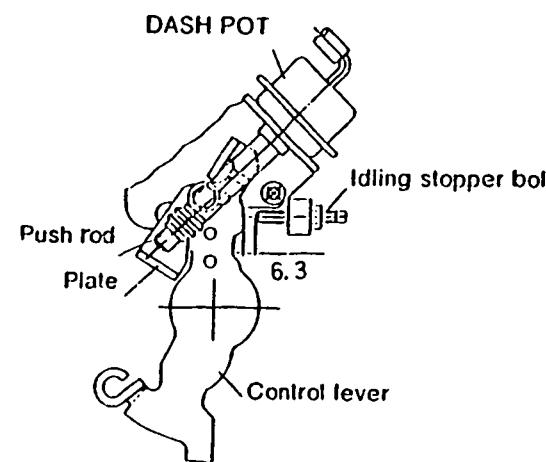
Control lever position			Specified Values	
Pump speed (rpm)	Fuel Injection Quantity(cc/1000st)	Boost pressure (mmHg)	Timer stroke (mm)	Timer stroke reduction value (mm)
1250	23.1~26.1	0	(4.3)	0.1~0.9
1250	11.6~14.6	0	(3.0~4.2)	0.6~1.8

3. Dimensions	
K	3.2~3.4 mm
KF	5.7~5.9 mm
MS	1.3~1.5 mm
BCS	— mm
Control lever angle	
α	55.0~63.0 deg
A	10.5~16.0 mm
β	36.0~46.0 deg
B	10.5~15.0 mm
γ	— deg
C	— mm

■ DASH POT ADJUSTMENT

① Insert a block gauge (thickness gauge) of thickness 6.3 ± 1 in the gap between the control lever and the idling stopper bolt. (control lever angle : $10^\circ \pm 2^\circ$)

② With the control lever positioned as described in ① above, adjust the plate position so that the control lever plate and the dash pot push rod are in contact.

**■ W-CSD ADJUSTMENT**

1) Timer Stroke Adjustment (Refer to Fig 1.2)

① Using the graph (Fig 2), determine the Timer Stroke according to the atmospheric temperature at the time of adjustment.

② Adjust using the Timer Stroke adjusting bolt so that the Timer Stroke corresponds to the value determined in note ① above.

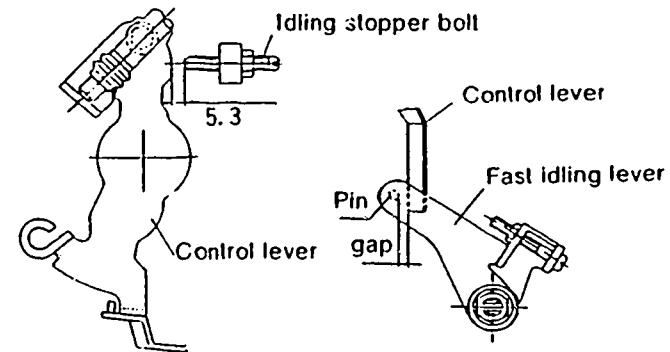


Fig. 1

2) Fast Idle Adjustment (Refer to Fig 1.2)

- ① Insert a block gauge of 5.3 \pm 0.05 mm thickness in the gap between the control lever and the idling stopper bolt.
- ② From Fig 2 determine the dimension of the gap between the idling lever pin and the control lever according to the atmospheric temperature at the time of adjustment.
- ③ Adjust using the fast idle adjusting screw so that the gap corresponds to the value determined in note 2) ② above.

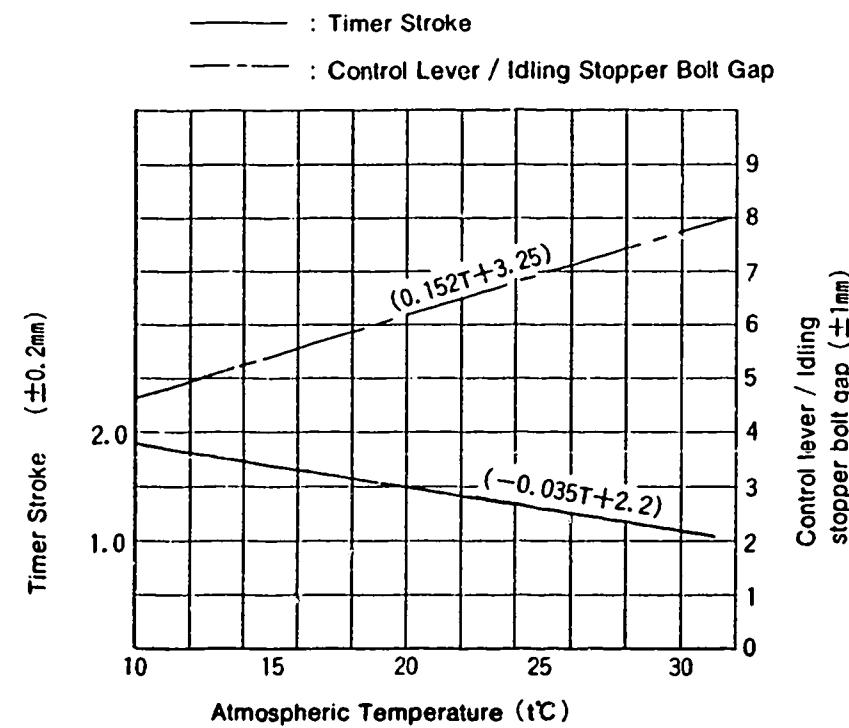


Fig. 2

INJ. PUMP CALIBRATION DATA
Distributor-type
TEST OIL:
 ISO 4113 or
 SAE J967d

ENGINE MODEL : 4D65
Injection pump No: 104649-3050 (NP-VE4/9F2250RNP421)

 BOSCH No. 9 460 610 247 1/5
 DKKC No. 104749-3080
 Date : 30.May.1987 0
 Company : MITSUBISHI
 No. MD113131

104749-3080 2/5

Pump rotation : clockwise-viewed from drive side
Pre-stroke : mm
For Test Condition see
 Microfiche No.WP-210(N16)

1. Setting		Pump speed (rpm)	Settings	Charge air press(mmHg)	Difference in delivery(cc)
1-1	Timing device travel	1,250	T=4.6~ 5.0 (mm)		
1-2	Supply pump pressure	1,250	4.5~ 6.1 (kg/cm ²)		
1-3	Full load delivery without charge air pressure	1,250	37.2~38.2 (cc/1,000st)		3.0
	Full load delivery with charge air pressure		(cc/1,000st)		
1-4	Idle speed regulation	375	5.0~ 8.0 (cc/1,000st)		2.0
1-5	Start	100	43.0~63.0 (cc/1,000st)		
1-6	Full-load speed regulation	2,750	7.6~13.6 (cc/1,000st)		
1-7	Load-timer adjustment	1,250	T=0.5± 0.2 (mm)		2.0
1-8					

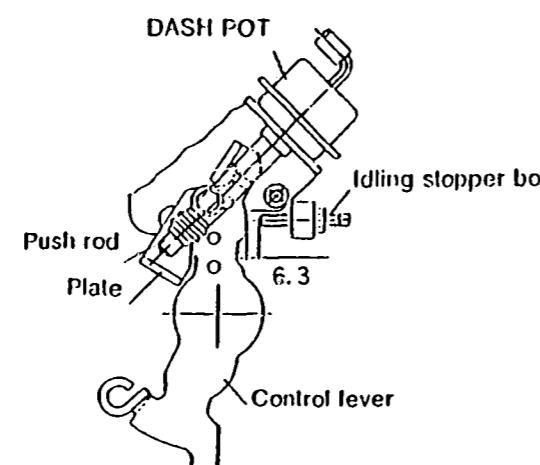
2. Test Specifications		Solenoid timer	OFF			ON																								
2-1	Timing device	N = rpm mm	400 0.5~ 1.7	600 1.5~ 2.7	1,250 4.4~ 5.2	1,750 6.3~ 7.5	2,250 8.7~ 9.9																							
2-2	Supply pump	N = rpm kg/cm ²	600 2.9~ 3.5	1,250 4.5~ 5.1	2,250 6.8~ 7.4																									
2-3	Overflow delivery	N = rpm cc/10s	1,250 48.0~92.0																											
2-4 Fuel injection quantities																														
Speed control lever position	Pump speed (rpm)	Fuel delivery (cc/1,000st)	Charge air press(mmHg)	Difference in delivery(cc)	3. Dimensions <table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <td>K</td><td>3.2~3.4 mm</td></tr> <tr> <td>KF</td><td>5.7~5.9 mm</td></tr> <tr> <td>MS</td><td>1.3~1.5 mm</td></tr> <tr> <td>BCS</td><td>— mm</td></tr> <tr> <td colspan="2" style="text-align: center;">Control lever angle</td></tr> <tr> <td>α</td><td>55.0~63.0 deg</td></tr> <tr> <td>A</td><td>10.5~16.0 mm</td></tr> <tr> <td>β</td><td>36.0~46.0 deg</td></tr> <tr> <td>B</td><td>10.5~15.0 mm</td></tr> <tr> <td>γ</td><td>— deg</td></tr> <tr> <td>C</td><td>— mm</td></tr> </table>				K	3.2~3.4 mm	KF	5.7~5.9 mm	MS	1.3~1.5 mm	BCS	— mm	Control lever angle		α	55.0~63.0 deg	A	10.5~16.0 mm	β	36.0~46.0 deg	B	10.5~15.0 mm	γ	— deg	C	— mm
K	3.2~3.4 mm																													
KF	5.7~5.9 mm																													
MS	1.3~1.5 mm																													
BCS	— mm																													
Control lever angle																														
α	55.0~63.0 deg																													
A	10.5~16.0 mm																													
β	36.0~46.0 deg																													
B	10.5~15.0 mm																													
γ	— deg																													
C	— mm																													
Full speed position	1,250 600 750 1,750 2,250 2,750 3,000	36.7~38.7 31.7~35.7 32.2~36.2 35.7~39.7 33.2~37.2 5.6~15.6 Below 3.0																												
Switch OFF	375	0																												
Idling position	600 375	Below 3.0 4.5~ 8.5																												
2-5	Max.cut-in voltage : 8 V Test voltage : 12~14 V																													

■ LOAD TIMER ADJUSTMENT
1) Adjustment
① Fix the control lever in the position satisfying the following conditions.
Boost Pressure : 0 mmHg
Pump Speed : 1250 rpm
**Fuel Injection : 24.6±1 cc/1000st
Quantity**
② With the control lever positioned as described in ① above, adjust the governor sleeve so that the Timer Stroke conforms to the specified values (Item 1 / 7)
2) Confirmation of Timer Characteristics
Fix the control lever in the position satisfying the following conditions, and confirm the Timer Stroke.

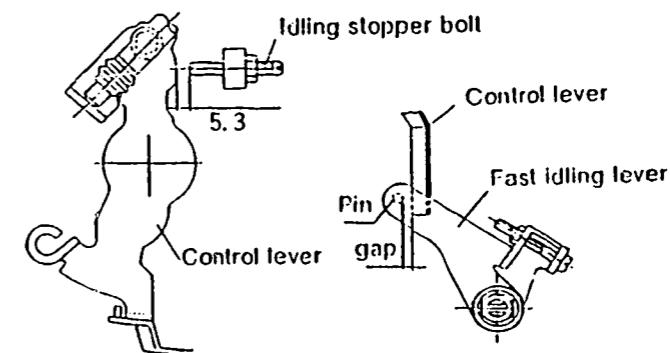
Control lever position			Specified Values	
Pump speed (rpm)	Fuel injection Quantity(cc/1000st)	Boost pressure (mmHg)	Timer stroke (mm)	Timer stroke reduction value (mm)
1250	23.1~26.1	0	(4.3)	0.1~0.9
1250	11.6~14.6	0	(3.0~4.2)	0.6~1.8

■ DASH POT ADJUSTMENT

- ① Insert a block gauge (thickness gauge) of thickness 6.3 ± 1 in the gap between the control lever and the idling stopper bolt. (control lever angle : $10^\circ \pm 2^\circ$)
- ② With the control lever positioned as described in ① above, adjust the plate position so that the control lever plate and the dash pot push rod are in contact.

**■ W-CSD ADJUSTMENT**

- 1) Timer Stroke Adjustment (Refer to Fig 1.2)
 - ① Using the graph (Fig 2), determine the Timer Stroke according to the atmospheric temperature at the time of adjustment.
 - ② Adjust using the Timer Stroke adjusting bolt so that the Timer Stroke corresponds to the value determined in note ① above.

**Fig. 1**

2) Fast Idle Adjustment (Refer to Fig 1.2)

- ① Insert a block gauge of 5.3 \pm 0.05 mm thickness in the gap between the control lever and the idling stopper bolt.
- ② From Fig 2 determine the dimension of the gap between the idling lever pin and the control lever according to the atmospheric temperature at the time of adjustment.
- ③ Adjust using the fast idle adjusting screw so that the gap corresponds to the value determined in note 2) ② above.

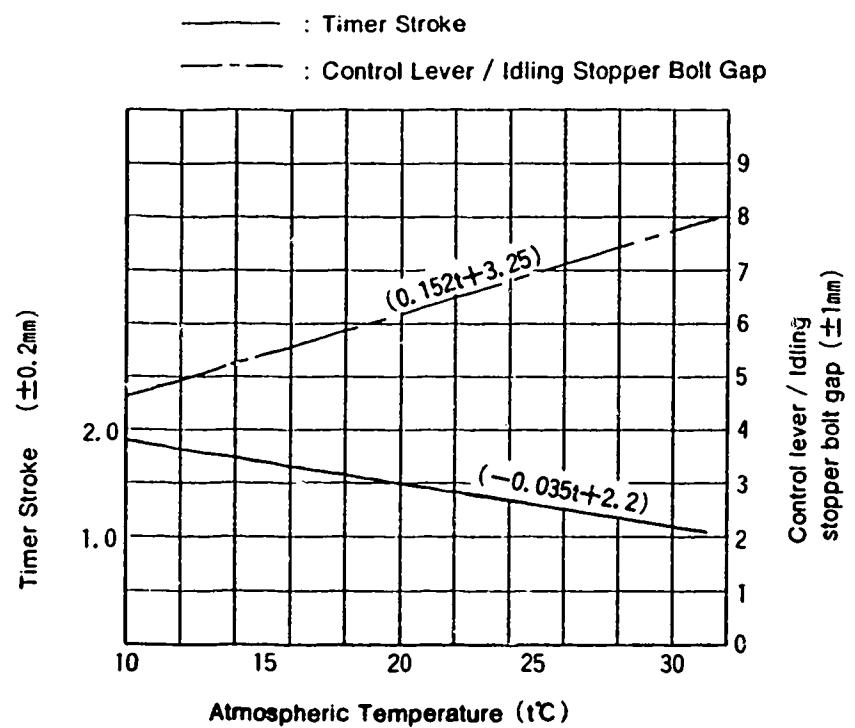


Fig. 2

INJ. PUMP CALIBRATION DATA
Distributor-type

 TEST OIL:
 I S O 4113 or
 S A E J967d

ENGINE MODEL : 4D65T

Injection pump No: 104649-3060 [NP-VE4/9F2250RNP422]

 BOSCH No.9 460 610 226 1/5
 DKKC No. 104749-3090
 Date : 30.May.1987 0
 Company : MITSUBISHI
 No. MD104234

104749-3090 2/5

Pump rotation : clockwise-viewed from drive side

For Test Condition see
Microfiche No.WP-210(N16)

Pre-stroke : - mm

1. Setting		Pump speed (rpm)	Settings	Charge air press(mmHg)	Difference in delivery(cc)
1-1	Timing device travel	1,250	T=3.9~ 4.3 (mm)	580~600	
1-2	Supply pump pressure	1,250	4.5~ 5.1 (kg/cm ²)	580~600	
1-3	Full load delivery without charge air pressure	1,250	46.3~47.3 (cc/1,000st)	580~600	3.5
	Full load delivery with charge air pressure	750	40.2~41.2 (cc/1,000st)	240~260	3.0
1-4	Idle speed regulation	400	5.0~ 8.0 (cc/1,000st)	0	2.0
1-5	Start	100	43.0~63.0 (cc/1,000st)	0	
1-6	Full-load speed regulation	2,750	3.5~9.5 (cc/1,000st)	0	
1-7	Load-timer adjustment	1,250	T=0.6± 0.2 (mm)	0	
1-8					

2. Test Specifications

2-1 Timing device	N = rpm mm	600 0.7~ 1.9	1,250 3.7~ 4.5	2,250 7.8~ 8.6
2-2 Supply pump	N = rpm kg/cm ²	600 2.9~ 3.5	1,250 4.5~ 5.1	2,250 6.8~ 7.4
2-3 Overflow delivery	N = rpm cc/10s	1,250 48.0~92.0		
2-4 Fuel injection quantities				
Speed control lever position	Pump speed (rpm)	Fuel delivery (cc/1,000st)	Charge air press(mmHg)	Difference in delivery(cc)
Full speed position	1,250 600 750 2,250 2,750 3,000	45.8~47.8 32.7~37.7 39.7~41.7 38.2~43.2 1.5~11.5 Below 3.0	580~600 0 240~260 580~600 0 0	
Switch OFF	400	0	0	
Idling position	600 400	Below 2.0 4.5~ 8.5	0	
2-5 Solenoid	Max.cut-in voltage : 8 V Test voltage : 12~14 V			

3. Dimensions	
K	3.2~3.4 mm
KF	5.7~5.9 mm
MS	0.9~1.1 mm
BCS	3.5~3.7 mm
Control lever angle	
α	55.0~63.0 deg
A	10.5~16.0 mm
β	38.0~44.0 deg
B	11.5~14.1 mm
γ	— deg
C	— mm

■ LOAD TIMER ADJUSTMENT

1) Adjustment

① Fix the control lever in the position satisfying the following conditions.

Boost Pressure : 0 mmHg

Pump Speed : 1250 rpm

Fuel Injection Quantity : 33.2±1 cc/1000st

② With the control lever positioned as described in ① above, adjust the governor sleeve so that the Timer Stroke conforms to the specified values (Item 1/7)

2) Confirmation of Timer Characteristics

Fix the control lever in the position satisfying the following conditions, and confirm the Timer Stroke.

Control lever position		Specified Values		
Pump speed (rpm)	Fuel injection Quantity(cc/1000st)	Boost pressure (mmHg)	Timer stroke (mm)	Timer stroke reduction value (mm)
1250	32.2~34.2	0	(3.5)	0.2~1.0
1250	24.2~26.2	0	(2.3~3.5)	(1.2)

INJ. PUMP CALIBRATION DATA

Distributor-type

TEST OIL:
ISO 4113 or
SAE J967d

ENGINE MODEL : 4D65T

Injection pump No: 104649-3060 (NP-VE4/9F2250RNP422)

BOSCH No. 9 460 610 227 1/5
DKKC No. 104749-3100
Date : 30.May.1987 0
Company : MITSUBISHI
No. MD104235

104749-3100 2/5

Pump rotation : clockwise-viewed from drive side

For Test Condition see
Microfiche No.WP-210(N16)

Pre-stroke : mm

1. Setting	Pump speed (rpm)	Settings	Charge air press(mmHg)	Difference in delivery(cc)
1-1 Timing device travel	1,250	T=3.9~ 4.3 (mm)	580~600	
1-2 Supply pump pressure	1,250	4.5~ 5.1 (kg/cm ²)	580~600	
1-3 Full load delivery with charge air pressure	1,250	46.3~47.3 (cc/1,000st)	580~600	3.5
Full load delivery with charge air pressure	750	40.2~41.2 (cc/1,000st)	240~260	3.0
1-4 Idle speed regulation	400	5.0~ 8.0 (cc/1,000st)	0	2.0
1-5 Start	100	43.0~63.0 (cc/1,000st)	0	
1-6 Full-load speed regulation	2,750	3.5~9.5 (cc/1,000st)	0	
1-7 Load-timer adjustment	1,250	T=0.6± 0.2 (mm)	0	
1-8				

2. Test Specifications

2-1 Timing device	N = rpm mm	600 0.7~ 1.9	1,250 3.7~ 4.5	2,250 7.8~ 8.6
2-2 Supply pump	N = rpm kg/cm ²	600 2.9~ 3.5	1,250 4.5~ 5.1	2,250 6.8~ 7.4
2-3 Overflow delivery	N = rpm cc/10s	1,250 48.0~92.0		
2-4 Fuel injection quantities				
Speed control lever position	Pump speed (rpm)	Fuel delivery (cc/1,000st)	Charge air press(mmHg)	Difference in delivery(cc)
Full speed position	1,250 600 750 2,250 2,750 3,000	45.8~47.8 32.7~37.7 39.7~41.7 38.2~43.2 1.5~11.5 Below 3.0	580~600 0 240~260 580~600 0 0	
Switch OFF	400	0	0	
Idling position	600 400	Below 2.0 4.5~ 8.5	0	
2-5 Solenoid		Max.cut-in voltage : 8 V Test voltage : 12~14 V		

3. Dimensions	
K	3.2~3.4 mm
KF	5.7~5.9 mm
MS	0.9~1.1 mm
BCS	3.5~3.7 mm
Control lever angle	
α	55.0~63.0 deg
A	10.5~16.0 mm
β	38.0~44.0 deg
B	11.5~14.1 mm
γ	— deg
C	— mm

■ LOAD TIMER ADJUSTMENT

1) Adjustment

① Fix the control lever in the position satisfying the following conditions.

Boost Pressure : 0 mmHg

Pump Speed : 1250 rpm

Fuel Injection Quantity : 33.2±1 cc/1000st

② With the control lever positioned as described in ① above, adjust the governor sleeve so that the Timer Stroke conforms to the specified values (Item 1/7)

2) Confirmation of Timer Characteristics

Fix the control lever in the position satisfying the following conditions, and confirm the Timer Stroke.

Control lever position		Specified Values		
Pump speed (rpm)	Fuel Injection Quantity(cc/1000st)	Boost pressure (mmHg)	Timer stroke (mm)	Timer stroke reduction value (mm)
1250	32.2~34.2	0	(3.5)	0.2~1.0
1250	24.2~26.2	0	(2.3~3.5)	(1.2)

○ Note

① At a pump speed of 1250 rpm and boost pressure of 590 mmHg, adjust the full load injection quantity after confirming the boost compensator stopper's full stroke.

② At a pump speed of 750 rpm and boost pressure of 250 mmHg, adjust the full load fuel injection quantity (40.2 ~ 41.2 cc/1000st) using the BCS spring set screw.

■ W-CSD ADJUSTMENT

!) Timer Stroke Adjustment (Refer to Fig 1.2)

① Using the graph (Fig 2), determine the Timer Stroke according to the atmospheric temperature at the time of adjustment.

② Adjust using the Timer Stroke adjusting bolt so that the Timer Stroke corresponds to the value determined in note ① above.

■ DASH POT ADJUSTMENT

① Insert a block gauge (thickness gauge) of thickness 7.6 ± 1 in the gap between the control lever and the idling stopper bolt. (control lever angle : $12^\circ \pm 2^\circ$)

② With the control lever positioned as described in ① above, adjust the plate position so that the control lever plate and the dash pot push rod are in contact.

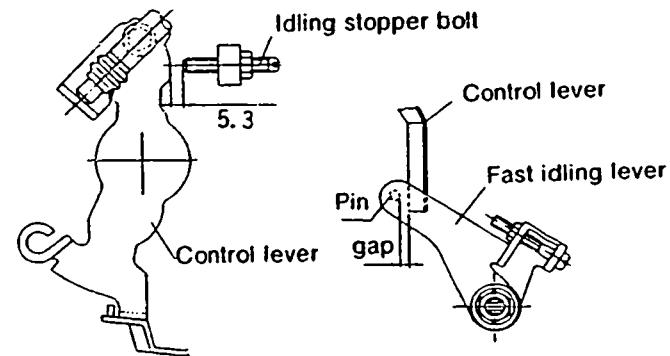
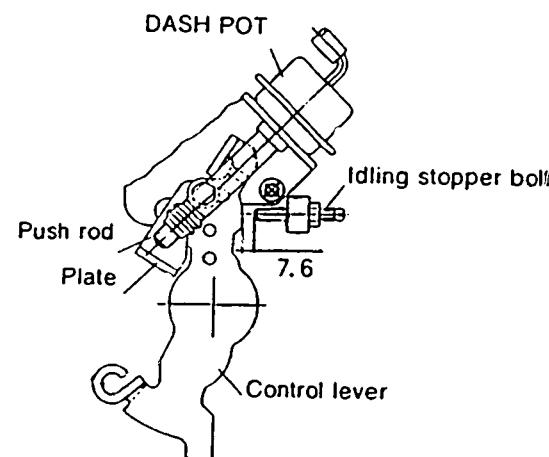


Fig. 1



2) Fast Idle Adjustment (Refer to Fig 1.2)

- ① Insert a block gauge of 5.3 \pm 0.05 mm thickness in the gap between the control lever and the idling stopper bolt.
- ② From Fig 2 determine the dimension of the gap between the idling lever pin and the control lever according to the atmospheric temperature at the time of adjustment.
- ③ Adjust using the fast idle adjusting screw so that the gap corresponds to the value determined in note 2) ② above.

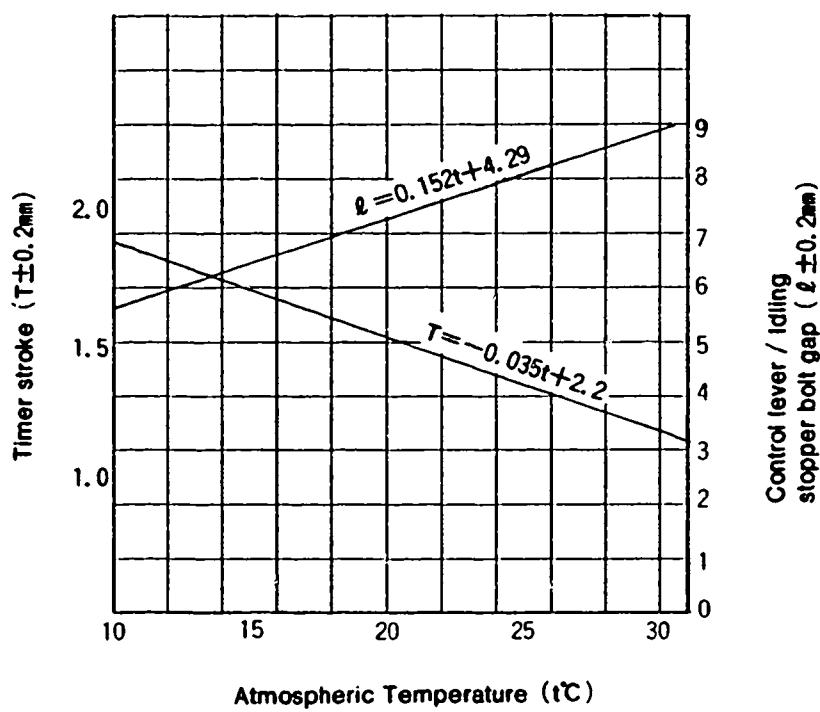


Fig. 2

INJ. PUMP CALIBRATION DATA
Distributor-type

 TEST OIL:
 ISO 4113 or
 SAE J967d

ENGINE MODEL : 4D65T

 BOSCH No. 9 460 610 228 1/6
 DKKC No. 104749-3110
 Date : 30.May.1987
 Company : MITSUBISHI
 No. MD104236

104749-3110 2/6

Injection pump No: 104649-3070 [NP-VE4/9F2250RN-423]

Pump rotation : clockwise-viewed from drive side

Pre-stroke : — mm

For Test Condition see
Microfiche No.WP-210(N16)

1. Setting		Pump speed (rpm)	Settings	Charge air press(mmHg)	Difference in delivery(cc)
1-1	Timing device travel	1,250	T=3.9~4.3 (mm)	580~600	
1-2	Supply pump pressure	1,250	4.5~5.1 (kg/cm ²)	580~600	
1-3	Full load delivery with charge air pressure	1,250	46.3~47.3 (cc/1,000st)	580~600	3.5
	Full load delivery with charge air pressure	750	40.2~41.2 (cc/1,000st)	240~260	3.0
1-4	Idle speed regulation	400	5.0~8.0 (cc/1,000st)	0	2.0
1-5	Start	100	43.0~63.0 (cc/1,000st)	0	
1-6	Full-load speed regulation	2,750	3.5~9.5 (cc/1,000st)	0	
1-7	Load-timer adjustment	1,250	T=0.6±0.2 (mm)	0	
1-8					

2. Test Specifications

2-1 Timing device	N = rpm mm	600 0.7~1.9	1,250 3.7~4.5	2,250 7.8~8.6
2-2 Supply pump	N = rpm kg/cm ²	600 2.9~3.5	1,250 4.5~5.1	2,250 6.8~7.4
2-3 Overflow delivery	N = rpm cc/10s	1,250 48.0~92.0		

2-4 Fuel injection quantities

Speed control lever position	Pump speed (rpm)	Fuel delivery (cc/1,000st)	Charge air press(mmHg)	Difference in delivery(cc)
Full speed position	1,250	45.8~47.8	580~600	
	600	32.7~37.7	0	
	750	39.7~41.7	240~260	
	2,250	38.2~43.2	580~600	
	2,750	1.5~11.5	0	
	3,000	Below 3.0	0	

Switch OFF	400	0	0	
Idling position	600 400	Below 2.0 4.5~8.5	0	

2-5 Solenoid	Max.cut-in voltage : 8 V Test voltage : 12~14 V			
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○ Note

① At a pump speed of 1250 rpm and boost pressure of 590 mmHg, adjust the Full Load injection quantity after confirming the boost compensator stoppre's full stroke.

② At a pump speed of 750 rpm and boost pressure of 250 mmHg, adjust the full load fuel injection quantity (40.2 ~ 41.2 cc/1000st) using the BCS spring set screw.

■ LOAD TIMER ADJUSTMENT

1) Adjustment

① Fix the control lever in the position satisfying the following conditions.

Boost Pressure : 0 mmHg

Pump Speed : 1250 rpm

Fuel Injection Quantity

② With the control lever positioned as described in ① above, adjust the governor sleeve so that the Timer Stroke conforms to the specified values (Item 1/7)

2) Confirmation of Timer Characteristics

Fix the control lever in the position satisfying the following conditions, and confirm the Timer Stroke.

Control lever position			Specified Values	
Pump speed (rpm)	Fuel Injection Quantity(cc/1000st)	Boost pressure (mmHg)	Timer stroke (mm)	Timer stroke reduction value (mm)
1250	32.2~34.2	0	(3.5)	0.2~1.0
1250	24.2~26.2	0	(2.3~3.5)	(1.2)

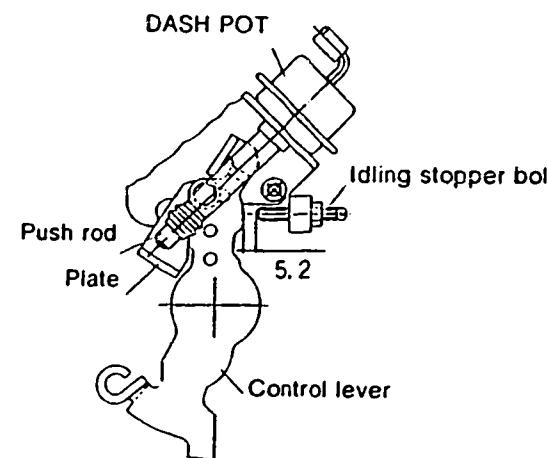
104749-3110 3/6

104749-3110 4/6

■ DASH POT ADJUSTMENT

① Insert a block gauge (thickness gauge) of thickness 5.2 ± 1 in the gap between the control lever and the idling stopper bolt.
(control lever angle : $8^\circ \pm 2^\circ$)

② With the control lever positioned as described in ① above, adjust the plate position so that the control lever plate and the dash pot push rod are in contact.

**■ W-CSD ADJUSTMENT**

1) Timer Stroke Adjustment (Refer to Fig 1.2)

① Using the graph (Fig 2), determine the Timer Stroke according to the atmospheric temperature at the time of adjustment.

② Adjust using the Timer Stroke adjusting bolt so that the Timer Stroke corresponds to the value determined in note ① above.

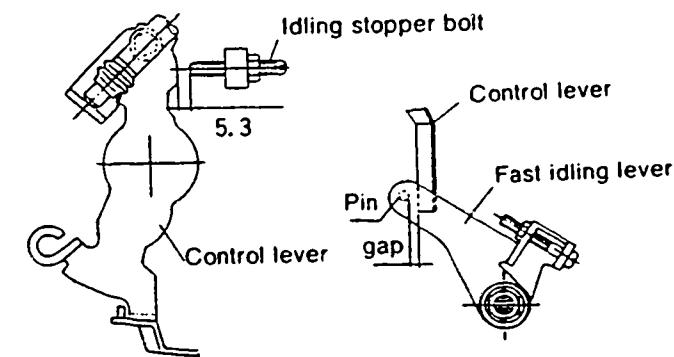


Fig. 1

2) Fast Idle Adjustment (Refer to Fig 1.2)

- ① Insert a block gauge of 5.3 ± 0.05 mm thickness in the gap between the control lever and the idling stopper bolt.
- ② From Fig 2 determine the dimension of the gap between the idling lever pin and the control lever according to the atmospheric temperature at the time of adjustment.
- ③ Adjust using the fast idle adjusting screw so that the gap corresponds to the value determined in note 2) ② above.

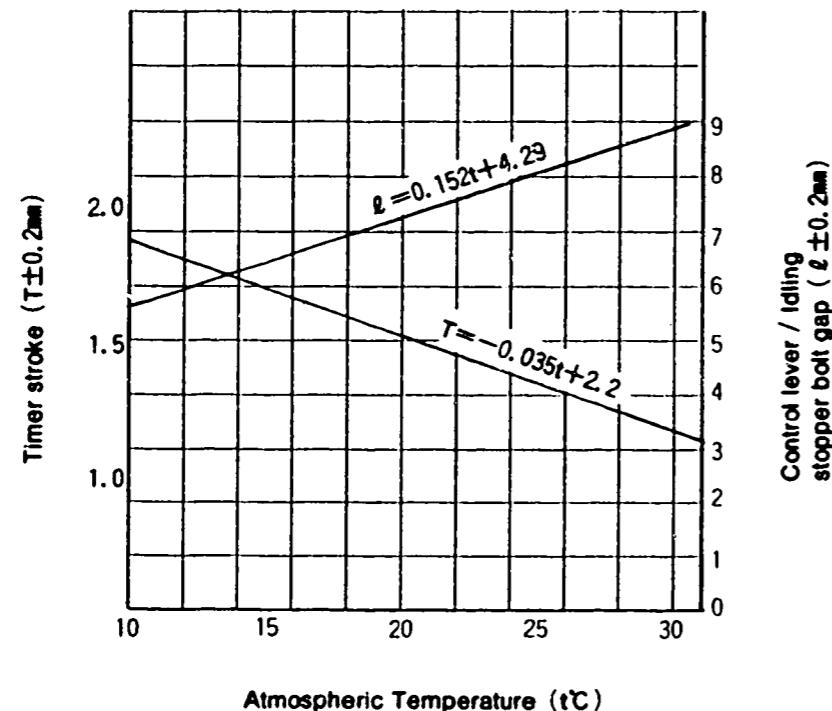


Fig. 2

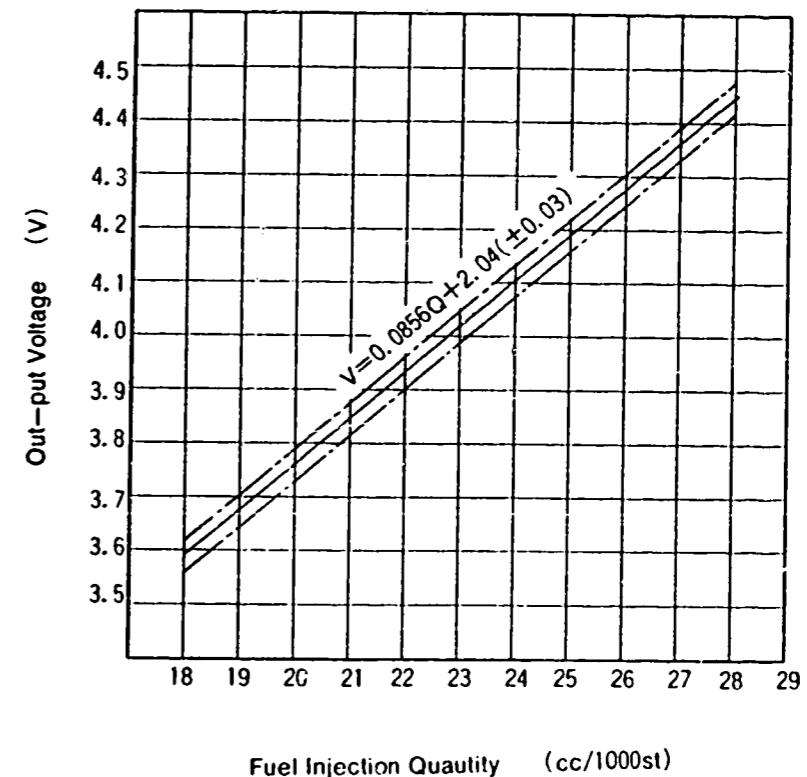
■ POTENTIOMETER ADJUSTMENT

Under the following conditions, after potentiometer installation position so that the out-put voltage equale the specified value.

Adjustment Conditions			Specified Value	Remarks
Control lever position	Pump speed (rpm)	Fuel Injection Quantity(cc/1000st)	Adjustment Value Out-put voltage (V)	
(Approx 19°)	1000	22.9	4 ± 0.03	Adjusting point
Idle	--	--	0.8 ± 0.7	Check point
Full speed	--	--	7.7 ± 1.2	Check point

(In-put Voltage:10V)

* A control lever position of approximately 19° , means that a block gauge of 12.1 mm thickness is inserted between the control lever and the idling stopper bolt.



INJ. PUMP CALIBRATION DATA

Distributor-type

TEST OIL:
ISO 4113 or
SAE J967d

ENGINE MODEL: SD22

Injection pump No: 104649-4111 [NP-VE4/9F2000RNP68]

Pump rotation: clockwise-viewed from drive side

Pre-stroke: 0.08~0.12 mm

BOSCH No. 9 460 610 248
DKKC No. 104749-4151
Date: 30.May.1987
Company: NISSAN DIESEL
No. 16700 R8118

For Test Condition see
Microfiche No.WP-210(N16)

1. Setting	Pump speed (rpm)	Settings		Charge air press(mmHg)	Difference in delivery(cc)
1-1 Timing device travel	1,000	2.1~ 2.5	(mm)		
1-2 Supply pump pressure	1,000	3.7~ 4.3	(kg/cm ²)		
1-3 Full load delivery without charge air pressure	1,000	28.9~29.9	(cc/1,000st)		2.5
			(cc/1,000st)		
1-4 Idle speed regulation	300	4.3~ 8.3	(cc/1,000st)		2.0
1-5 Start	100	Above 42.0	(cc/1,000st)		
1-6 Full-load speed regulation	2,100	18.0~24.0	(cc/1,000st)		
1-7					
1-8					

2. Test Specifications

2-1 Timing device	N = rpm mm	1,000 2.0~ 2.6	1,400 3.6~ 4.8	1,900 6.2~ 7.1
2-2 Supply pump	N = rpm kg/cm ²	500 2.0~ 2.6	1,000 3.7~ 4.3	1,900 6.6~ 7.2
2-3 Overflow delivery	N = rpm cc/10s	1,000 42.0~85.0		

2-4 Fuel injection quantities

Speed control lever position	Pump speed (rpm)	Fuel delivery (cc/1,000st)	Charge air press(mmHg)	Difference in delivery(cc)
Full speed position	1,000	28.4~30.4		
	600	23.8~27.8		
	1,400	30.1~34.1		
	2,000	29.5~32.7		
	2,100	17.5~24.5		
	2,300	Below 5.0		

Switch OFF	300	0	
Idling position	300	4.3~ 8.3	

2-5
Solenoid
Max.cut-in voltage: 8 V
Test voltage: 12~14 V

3. Dimensions

K	3.2~3.4	mm
KF	5.7~5.9	mm
MS	1.4~1.6	mm
BCS	—	mm

Control lever angle

α	21.0~29.0	deg
A	2.5~ 7.7	mm
β	37.0~47.0	deg
B	10.7~14.8	mm
γ	—	deg
C	—	mm

○ Note

① At a pump speed of 1250 rpm and boost pressure of 590 mmHg, adjust the Full Load injection quantity after confirming the boost compensator stopper's full stroke.

② At a pump speed of 750 rpm and boost pressure of 250 mmHg, adjust the full load fuel injection quantity (40.2 ~ 41.2 cc/1000st) using the BCS spring set screw.

■ W-CSD ADJUSTMENT

1) Timer Stroke Adjustment (Refer to Fig 1.2)

- ① Using the graph (Fig 2), determine the Timer Stroke according to the atmospheric temperature at the time of adjustment.
- ② Adjust using the Timer Stroke adjusting bolt so that the Timer Stroke corresponds to the value determined in note ① above.

■ DASH PCT ADJUSTMENT

① Insert a block gauge (thickness gauge) of thickness 7.6 ± 1 in the gap between the control lever and the idling stopper bolt. (control lever angle : $12^\circ \pm 2^\circ$)

② With the control lever positioned as described in ① above, adjust the plate position so that the control lever plate and the dash pot push rod are in contact.

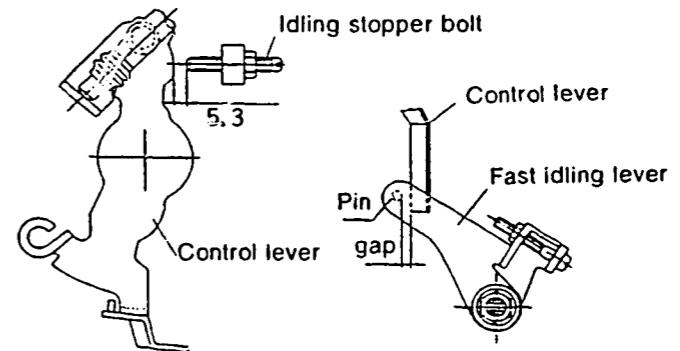
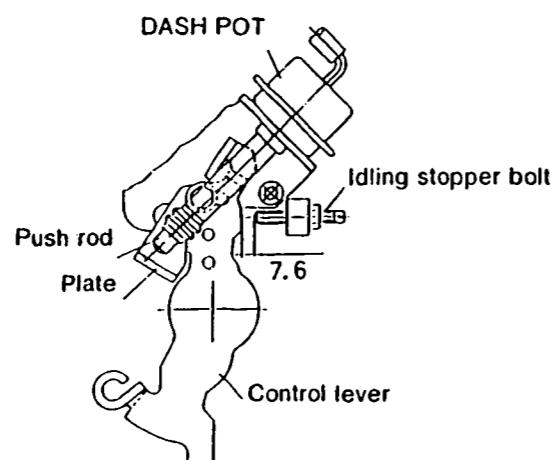


Fig. 1



104749-3090 5/5

2) Fast Idle Adjustment (Refer to Fig 1.2)

- ① Insert a block gauge of 5.3 ± 0.05 mm thickness in the gap between the control lever and the idling stopper bolt.
- ② From Fig 2 determine the dimension of the gap between the idling lever pin and the control lever according to the atmospheric temperature at the time of adjustment.
- ③ Adjust using the fast idle adjusting screw so that the gap corresponds to the value determined in note 2) ② above.

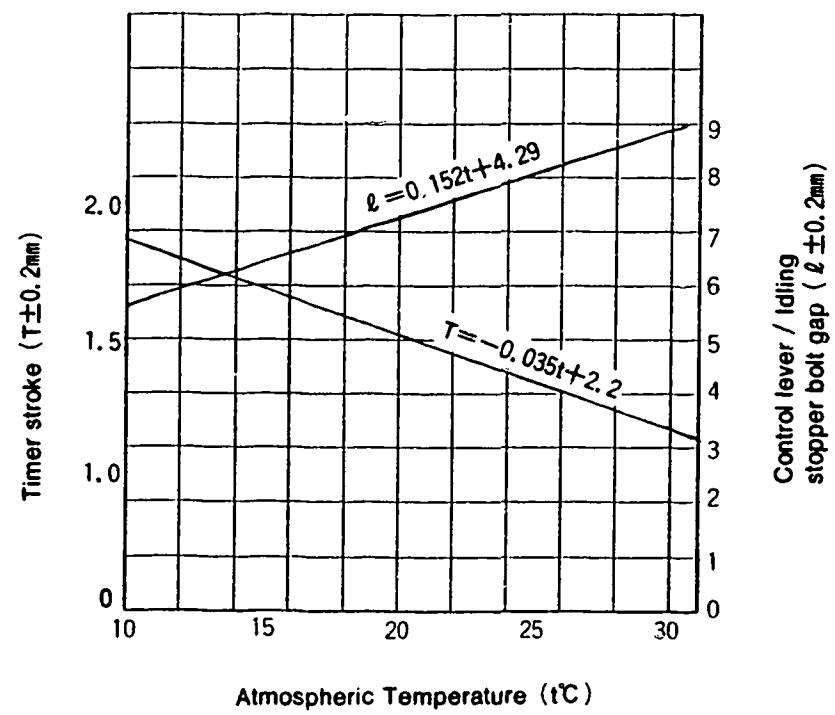


Fig. 2

Table of Contents (DKKC No. → BOSCH No.)

DKKC No.	BOSCH No.	Location	DKKC No.	BOSCH No.	Location
101401-1121	9 400 610 056	WP-214 B- 1 ~B- 3	104749-3110	9 460 610 228	WP-214 G- 4 ~G- 6
101401-1150	9 400 610 057	WP-214 B- 4 ~B- 7	104749-4151	9 460 610 248	WP-214 G- 7
101401-1220	9 400 610 058	WP-214 B- 8 ~B-10			
101401-1230	9 400 610 059	WP-214 B-11~B-14			
101601-9931	9 400 610 055	WP-214 C- 1 ~C- 3			
101631-9774	9 400 610 060	WP-214 C- 4 ~C- 5			
101641-9214	9 400 610 061	WP-214 C- 6 ~C- 8			
104740-3670	9 460 610 234	WP-214 D- 1 ~D- 2			
104740-3680	9 460 610 235	WP-214 D- 3			
104740-3700	9 460 610 236	WP-214 D- 4			
104740-3710	9 460 610 237	WP-214 D- 5			
104740-3720	9 460 610 238	WP-214 D- 6 ~D- 7			
104740-3760	9 460 610 239	WP-214 D- 8			
104740-4280	9 460 610 229	WP-214 D- 9			
104740-4630	9 460 610 224	WP-214 D- 9			
104740-4760	9 460 610 220	WP-214 D-10~D-11			
104740-9340	9 460 610 240	WP-214 D-12			
104740-9351	9 460 610 241	WP-214 D-13			
104740-9371	9 460 610 242	WP-214 D-14			
104740-9540	9 460 610 243	WP-214 D-15~D-16			
104748-0244	9 460 610 193	WP-214 E- 1 ~E- 3			
104748-2340	9 460 610 244	WP-214 E- 4			
104749-0293	9 460 610 223	WP-214 E- 7 ~E- 8			
104749-0322	9 460 610 245	WP-214 E- 9 ~E-10			
104749-0332	9 460 610 246	WP-214 E-11~E-12			
104749-1131	9 460 610 221	WP-214 E-13			
104749-2191	9 460 610 249	WP-214 E-14~E-16			
104749-3031	9 460 610 197	WP-214 F- 1 ~F- 3			
104749-3050	9 460 610 219	WP-214 F- 4 ~F- 6			
104749-3060	9 460 610 225	WP-214 F- 7 ~F- 9			
104749-3080	9 460 610 247	WP-214 F-10~F-12			
104749-3090	9 460 610 226	WP-214 F-13~F-14			
104749-3100	9 460 610 227	WP-214 G- 1 ~G- 3			

Table of Contents (BOSCH No. → DKKC No.)

BOSCH No.	DKKC No.	Location	BOSCH No.	DKKC No.	Location
9 400 610 055	101601-9931	WP-214 C- 1 ~C- 3	9 460 610 248	104749-4151	WP-214 G- 7
9 400 610 056	101401-1121	WP-214 B- 1 ~B- 3	9 460 610 249	104749-2191	WP-214 E-14~E-16
9 400 610 057	101401-1150	WP-214 B- 4 ~B- 7			
9 400 610 058	101401-1220	WP-214 B- 8 ~B-10			
9 400 610 059	101401-1230	WP-214 B-11~B-14			
9 400 610 060	101631-9774	WP-214 C- 4 ~C- 5			
9 400 610 061	101641-9214	WP-214 C- 6 ~C- 8			
9 460 610 193	104748-0244	WP-214 E- 1 ~E- 3			
9 460 610 197	104749-3031	WP-214 F- 1 ~F- 3			
9 460 610 219	104749-3050	WP-214 F- 4 ~F- 6			
9 460 610 220	104740-4760	WP-214 D-10~D-11			
9 460 610 221	104749-1131	WP-214 E-13			
9 460 610 223	104749-0293	WP-214 E- 7 ~E- 8			
9 460 610 224	104740-4630	WP-214 D- 9			
9 460 610 225	104749-3060	WP-214 F- 7 ~F- 9			
9 460 610 226	104749-3090	WP-214 F-13~F-14			
9 460 610 227	104749-3100	WP-214 G- 1 ~G- 3			
9 460 610 228	104749-3110	WP-214 G- 4 ~G- 6			
9 460 610 229	104740-4280	WP-214 D- 9			
9 460 610 234	104740-3670	WP-214 D- 1 ~D- 2			
9 460 610 235	104740-3680	WP-214 D- 3			
9 460 610 236	104740-3700	WP-214 D- 4			
9 460 610 237	104740-3710	WP-214 D- 5			
9 460 610 238	104740-3720	WP-214 D- 6 ~D- 7			
9 460 610 239	104740-3760	WP-214 D- 8			
9 460 610 240	104740-9340	WP-214 D-12			
9 460 610 241	104740-9351	WP-214 D-13			
9 460 610 242	104740-9371	WP-214 D-14			
9 460 610 243	104740-9540	WP-214 D-15~D-16			
9 460 610 244	104748-2340	WP-214 E- 4			
9 460 610 245	104749-0322	WP-214 E- 9 ~E-10			
9 460 610 246	104749-0332	WP-214 E-11~E-12			
9 460 610 247	104749-3080	WP-214 F-10~F-12			
9 460 610 248	104749-3090	WP-214 F-13~F-14			
9 460 610 249	104749-3100	WP-214 G- 1 ~G- 3			